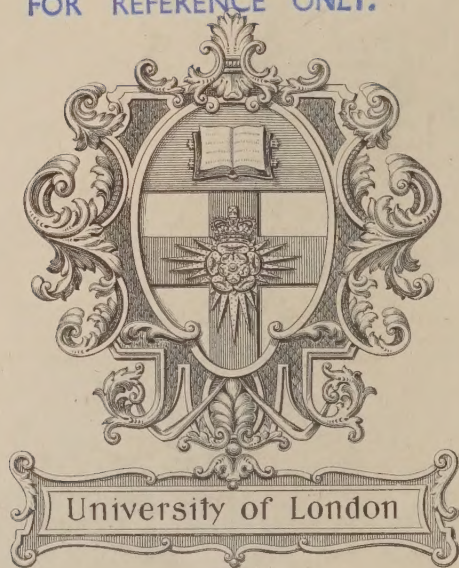


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ACCOUNTS AND PAPERS:

TWENTY-EIGHT VOLUMES.

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N A V Y.

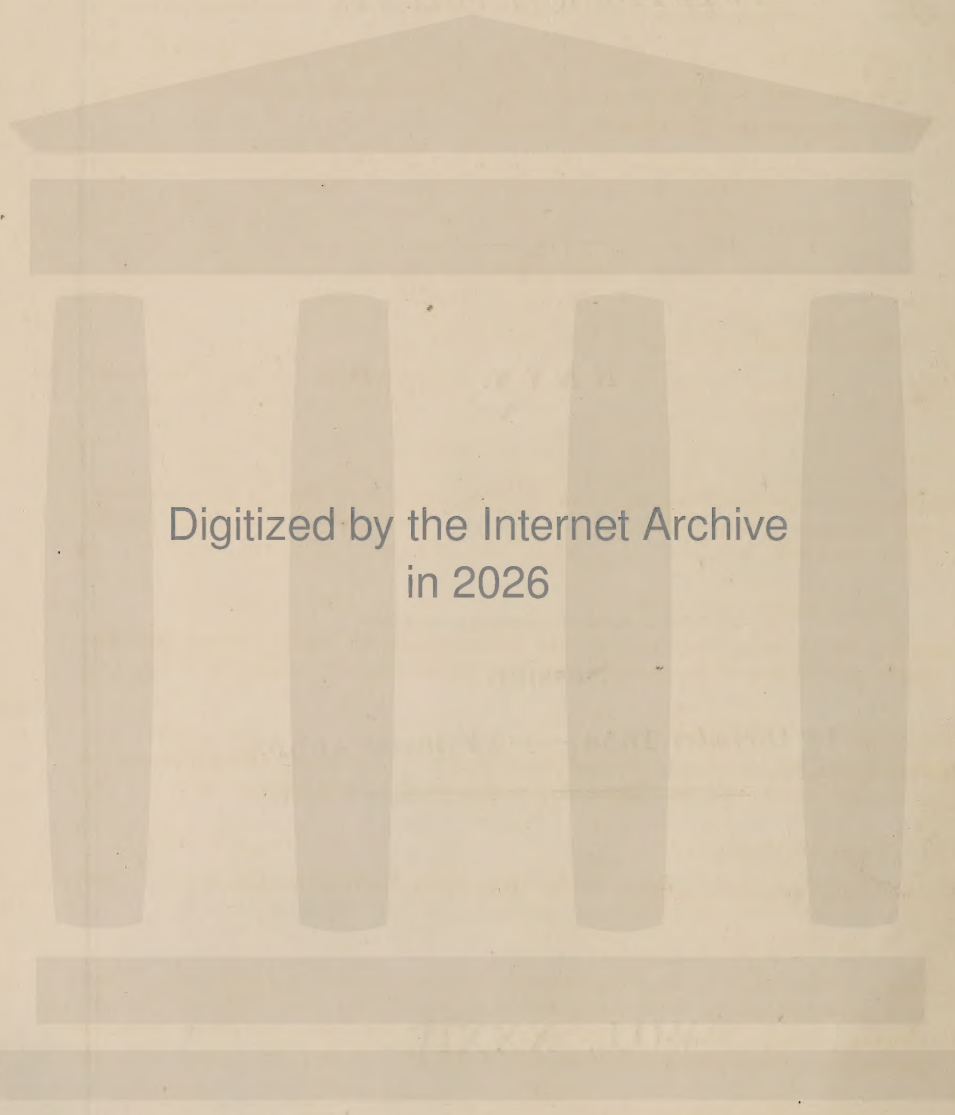
Session

12 December 1854 — 14 August 1855.

VOL. XXXIV.

1854-55.





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ACCOUNTS AND PAPERS:

1854-55.

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NAVAL RECEIPT AND EXPENDITURE.

1853-54.

COPY of an ACCOUNT of the NAVAL RECEIPT and EXPENDITURE, in
the Year ended the 31st March 1854.

(Prepared in pursuance of Act 9 & 10 Vict. c. 92, s. 2.)

Ordered, by The House of Commons, to be Printed,
24 January 1855.

COPY of an ACCOUNT of the NAVAL RECEIPT AND EXPENDITURE, in the Year

THE unappropriated Balance of 177,935*l.* 14*s.* 2*d.*, shown on the Account of Naval Receipt and Expenditure in the Financial Year ended the 31st March 1853, has been withdrawn by the Lords of the Treasury from the Naval Balance at the Exchequer, agreeably with the arrangement approved of by their Lordships, as signified by Mr. James Wilson's Letter of 14th February 1854, an attested Copy of which is annexed.

To AMOUNT GRANTED FOR NAVAL SERVICES FOR THE YEAR 1853-54, per Act 16 & 17 Vict. c. 110, under the following Votes; viz.—		£.	s.	d.	£.	s.	d.
Vote No. 1. Wages to Seamen and Marines	- - - - -	1,736,236	-	-			
2. Victuals for - ditto	- - - - -	615,426	-	-			
3. Admiralty Office	- - - - -	137,245	-	-			
4. Royal Naval Coast Volunteers	- - - - -	{ See Supplementary Estimate below.					
5. Scientific Branch	- - - - -	34,939	-	-			
6. Her Majesty's Establishments at Home	- - - - -	134,230	-	-			
7. Her Majesty's Establishments Abroad	- - - - -	22,764	-	-			
8. Wages to Artificers, &c. employed in Her Majesty's Establishments at Home	- - - - -	683,648	-	-			
9. Wages to Artificers, &c. employed in Her Majesty's Establishments Abroad	- - - - -	35,566	-	-			
10. Naval Stores, &c. for the Building and Repair of Ships, &c.	- - - - -	1,023,011	-	-			
11. New Works, Improvements, and Repairs in the Yards, &c.	- - - - -	256,948	-	-			
12. Medicines and Medical Stores	- - - - -	26,000	-	-			
13. Miscellaneous Services	- - - - -	57,427	-	-			
14. Half Pay, Reserved Half Pay and Retirement to Officers of the Navy and Royal Marines	- - - - -	687,575	-	-			
15. Military Pensions and Allowances	- - - - -	483,134	-	-			
16. Civil Pensions and Allowances	- - - - -	148,394	-	-			
17. Army and Ordnance Departments (Conveyance of Troops)	- - - - -	152,950	-	-			
		6,235,493	-	-			
Post Office Department (Packet Service)	- - - - -	835,212	-	-			
		7,070,705	-	-			
To AMOUNT GRANTED ON THE SUPPLEMENTARY ESTIMATE FOR THE YEAR 1853-54, to defray the Charge for the Royal Naval Coast Volunteers (Vote No. 4), per Act 16 & 17 Vict. c. 110	- - - - -	50,000	-	-			
To BALANCE, being the Excess of Expenditure beyond the Grants for 1853-54	- - - - -				7,120,705	-	-
					77,099	10	3
					£.	7,197,804	10 3

SUPPLEMENTARY STATEMENT,

(Per Treasury Minute, 24th February 1852.)

The increased Expenditure included under the several Votes of the above Account, which has arisen in consequence of the KAFIR WAR, is - - - - -

	£.515 14 8
Under Vote No. 2. Victuals for Seamen, &c.	11 12 -
10. Naval Stores, &c.	150 17 9
17. Army and Ordnance Departments	353 4 11
£.	515 14 8

ended the 31st March 1854 ; prepared in pursuance of Act 9 & 10 Vict. c. 92, s. 2.

Votes, No.		EXPENDITURE in 1853-54.			GRANTS (including the Supplementary Estimate).		
		£.	s.	d.	£.	s.	d.
NAVY EFFECTIVE SERVICES :							
1	BY Wages to Seamen and Marines - - - - -	1,655,049	5	9	1,736,236	-	-
2	„ Victuals for - ditto - - - - -	858,978	4	9	615,426	-	-
3	„ Admiralty Office - - - - -	141,018	17	2	137,245	-	-
4	„ Royal Naval Coast Volunteers - - - - -	3,590	14	1	{ 50,000 - - (Supplementary Estimate.)		
5	„ Scientific Branch - - - - -	42,646	19	4		34,939	-
6	„ Her Majesty's Establishments at Home - - - - -	130,365	5	7	134,230	-	-
7	„ Her Majesty's Establishments Abroad - - - - -	22,152	10	6	22,764	-	-
8	„ Wages to Artificers, &c. employed in Her Majesty's Establishments at Home - - - - -	708,402	10	6	683,648	-	-
9	„ Wages to Artificers, &c. employed in Her Majesty's Establishments Abroad - - - - -	35,154	4	6	35,566	-	-
10	„ Naval Stores, &c. for the Building and Repair of Ships, &c. - - - - -	910,053	6	3	1,023,011	-	-
11	„ New Works, Improvements and Repairs in the Yards, &c. - - - - -	243,126	11	7	256,948	-	-
12	„ Medicines and Medical Stores - - - - -	33,661	11	2	26,000	-	-
13	„ Miscellaneous Services - - - - -	74,105	19	4	57,427	-	-
NAVY NON-EFFECTIVE SERVICES :							
14	„ Half Pay, Reserved Half Pay, and Retirement to Officers of the Navy and Royal Marines - - - - -	696,331	17	1	687,575	-	-
15	„ Military Pensions and Allowances - - - - -	465,572	3	2	483,134	-	-
16	„ Civil Pensions and Allowances - - - - -	140,978	18	4	148,394	-	-
SERVICE OF OTHER DEPARTMENTS :							
17	„ Army and Ordnance Departments (Conveyance of Troops) - - - - -	203,665	18	6	152,950	-	-
	„ Post Office Department (Packet Service) - - - - -	831,385	7	3	835,212	-	-
		7,196,240	4	10	{ 7,070,705 - - 50,000 - - (Supplementary Estimate.)		
By Amount written off as Irrecoverable, being the Balances due by the following Accountants, viz. :							
		£.	s.	d.			
	Mr. R. M'Gowan (deceased), late Clerk in charge at Jamaica - - - - -	710	12	8	1,564	5	5
	Lieutenant W. S. Stratford (deceased), late Superintendent of Nautical Almanack - - - - -	853	12	9			
		£.	7,197,804	10 3	7,120,705	-	-

N.B.—The application of the surpluses under Votes Nos. 1, 4, 6, 7, 9, 10, 11, 15 and 16, and that for the Post Office Department, in aid of the Deficiencies on the Grants for the Services above-mentioned, has been sanctioned with reference to the provisions of the 28th clause of the Act 16 & 17 Vict. c. 110.

Admiralty,
29 November 1854. }

(signed) R. M. Bromley,
Accountant-General of the Navy.

WE, the Commissioners for Auditing the Public Accounts, do hereby certify, that this Account, transmitted to us in pursuance of the 2d section of the Act 9 & 10 Vict. c. 92, has been examined by Officers under our direction; and that, subject to the observations contained in the accompanying Report to the Lords Commissioners of Her Majesty's Treasury, the above is a correct statement of the Naval Receipt and Expenditure for the year ended 31st March 1854, as compared with the Account Books and Vouchers, or other documents from which the Books are prepared.

(Examined) Charles Vine,
Inspector in charge of Naval and Military Accounts.

Dated at the Audit Office, this 16th day of January 1855.

Edward Romilly.
Henry Arbuthnot.
W. L. Maberly.

EXPLANATIONS of the CAUSES of the EXCESSES.

VOTE No. 2.

VICTUALS FOR SEAMEN	-	-	-	-	-	-	£. 243,552	4	9
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This excess arises from a general increase of prices, and of the establishments of provisions of the Home and Foreign Depôts; from deliveries of salt meat in advance of the stipulated period, and to replace deficiencies under contracts of 1852-53; from large demands for the Mediterranean Fleet and the Army Expedition in the East, for a large portion of which latter outlay repayment will be obtained and credit given in the Account for 1854-55.

VOTE No. 3.

ADMIRALTY OFFICE	-	-	-	-	-	-	£. 3,773	17	2
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The excess under this Vote arises from expenditure for postage beyond the Vote; from an inadequate provision for the expense of warming and lighting the establishments; from increased travelling charges, incurred chiefly in connexion with the supervision and trial of steam machinery afloat; from the attendance of clerks at night to meet the increased demands upon the Sea Wages Office; and from the law charges being beyond the Vote.

VOTE No. 5.

SCIENTIFIC BRANCH	-	-	-	-	-	-	£. 7,707	19	4
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The excess under this Vote arises from an expenditure on account of the Transit Circle at the Cape of Good Hope Observatory, and for the Compass Department, for which no provision was taken in the Estimates; from an increased supply of Charts for the use of the allied Fleets of France and England; from its having been found more economical to carry on the Home Surveys by means of hired vessels rather than commissioning small vessels for that purpose, as was contemplated when the Estimates were framed, thus leading to an excess under this head, which is met, however, by more than a corresponding saving under Vote No. 1, Sea Wages; and from the Vote for the Harbour and Railway Department having been taken for half a year only, whereas a whole year's charge has been incurred, it having been found advisable to continue that department under an altered form.

VOTE No. 8.

WAGES, HER MAJESTY'S ESTABLISHMENTS AT HOME	-	£. 24,754	10	6
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The excess under this Vote has arisen from the employment of the artificers in the Dock-yards upon task and job work, while employed in fitting out the Baltic Fleet, and from the payment to others not so employed of an extra allowance, to meet the high price of provisions; from increased payments of extra pay to artificers of the Fleet, for repairs, &c.; and from an addition to the Police Force, for service at Keyham; also from the extra employment of men in the Victualling Establishments, to furnish the large supplies of provisions required by the Baltic Fleet.

VOTE No. 12.

MEDICINES AND MEDICAL STORES - - - - £. 7,661 11 2

This excess has arisen from extra supplies of medical necessities and stores, purchased on the commencement of the War for the "Belleisle" Hospital Ship and the Naval Hospitals at Therapia and Deal; from the increase in the price of hospital provisions; and from an unusually large number of patients having been in the home hospitals during the year.

VOTE No. 13.

MISCELLANEOUS SERVICES - - - - £. 16,678 19 4

The excess under this Vote has been occasioned by more having been paid than voted for pilotage; distressed seamen, more particularly in the Pacific; expenses of commanders-in-chief, chiefly large purchases of furniture for their official residences, upon which they are charged a per-centage; passages of naval officers joining their ships; purchase of books for seamen's libraries, &c., and for raising volunteers for the Navy; from the purchase of Whale or Whalley Island of the Corporation of Portsmouth, for the Board of Ordnance, in consideration of their having given up the Laboratory Field to the Admiralty; and from arrears of expenditure for the Arctic Expedition (principally for the hire of the "Breadalbane" transport,) under Captain Inglefield, for which latter service no provision was taken.

VOTE No. 14.

HALF PAY - - - - £. 8,756 17 1

This excess has arisen upon a diminished Vote, it having been contemplated that a less number of officers would be upon the Half Pay List, through the commissioning of ships, than has occurred in the course of the year.

VOTE No. 17.

ARMY AND ORDNANCE DEPARTMENTS - - - £. 50,715 18 6

The excess under this Vote has been owing to more troops having been sent out than were estimated for, and by the payment of advances on Transports, on monthly hire, taken up on account of the War.

BALANCES IRRECOVERABLE - - - - £. 1,564 5 5

These defalcations on the accounts of Mr. M'Gowan and Lieutenant Stratford, both deceased, have been charged against the Naval Grants of the year, having been considered, after full legal inquiry, irrecoverable; and the surviving surety, in the case of Mr. M'Gowan, having paid the amount of his bond in full.

These form a separate item in the Account, in accordance with the suggestions of the Audit Board, in Letter, 16 December 1847, on the Annual Account for 1846-47.

MEMORANDUM.

THE Old Store and Extra Receipt Moneys for the Year 1853-54, amounting to 142,833 *l.* 11 *s.* 9 *d.* (as brought to account under the following detailed Heads), have been paid over to the Exchequer, in conformity with the Treasury Minute of 2 May 1848, instead of being appropriated, as heretofore, on the Navy Estimates.

HEADS OF OLD STORE AND EXTRA RECEIPT MONEYS.	Amount of Old Store Moneys.			Amount of Extra Receipts.			TOTAL.	Vote of the Navy Estimates under which formerly Appropriated.	
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Seamen's Old Clothing (Slops) Marine Stores, &c. (Sales) - - - - -	2,391	4	8	-	-	-	16,759	15	11
Passages in Her Majesty's Steam Vessels - - -	-	-	-	3,704	16	4			
Passages in Her Majesty's Mail Steam Packets - -	-	-	-	9,460	2	4			
Repayments for Seamen's Clothing, &c. (Supplies) -	-	-	-	1,126	15	11			
Discharges of Seamen and Marines - - - - -	-	-	-	76	16	8			
£.	2,391	4	8	14,368	11	3			
Old Stores, Victualling (Sales) - - - - -	8,430	6	9	-	-	-	8,430	6	9
Sale of Charts and Nautical Almanacks - - - - -	-	-	-	4,401	17	6	4,937	2	-
Instruction of Marine Cadets - - - - -	-	-	-	535	4	6			
Barrack Rents (Rents of Canteens and Shops) - -	-	-	-	1,945	13	11	1,945	13	11
Sale of Dockyard Brigade and Police Clothing - -	70	-	-	-	-	-	70	-	-
Old Stores, Naval (Sales) - - - - -	40,379	12	9	-	-	-	84,187	3	-
Proceeds of the Sale of Old Ships - - - - -	2,655	7	6	-	-	-			
Sale of Ships - - - - -	-	-	-	7,000	-	-			
Per-centage on Cabin and Superintendent's Furniture, for its use - - - - -	-	-	-	846	12	4			
Repayments, Naval (Supplies of Stores) - - - - -	-	-	-	33,305	10	5			
£.	43,035	-	3	41,152	2	9			
Old Stores, Medical (Sales) - - - - -	145	13	10	-	-	-	893	14	1
Repayments, Medical (Supplies of Stores) - - - - -	-	-	-	748	-	3			
Penalties, Fines, &c. - - - - -	-	-	-	2,618	13	4	6,480	10	1
Rents of Naval Premises - - - - -	-	-	-	3,597	1	8			
Per-centage on Port Admiral's Furniture, for its use -	-	-	-	190	19	6			
Miscellaneous Receipts - - - - -	-	-	-	73	15	7			
Superannuation Fund (Contributions to) - - - - -	-	-	-	4,593	7	8	4,593	7	8
Old Stores, Army Service (Sales of Transport Stores) -	907	-	8	-	-	-	14,535	18	4
Repayments, Army Service (Victualling Troops on board Her Majesty's Ships) - - - - -	-	-	-	13,628	17	8			
Old Store Moneys - - - - -	-	-	£. 54,979	6	2		£.	142,833	11
Extra Receipts - - - - -	-	-	87,854	5	7				

(Examined)
Charles Vine.

(signed) R. M. Bromley,
Accountant-General of the Navy.

Sir,
I AM commanded by the Lord sCommissioners of Her Majesty's Treasury to acquaint you, for the information of the Lords of the Admiralty, with reference to your letter of the 4th instant, that my Lords have been pleased to direct that the sum of 177,935 *l.* 14 *s.* 2 *d.*, the available Balance remaining on the Grants for Navy Services for 1852-53, be returned to Parliament as a saving, and made available as Ways and Means for the year 1854-55.

The Secretary to the Admiralty.

I am, &c.
(signed) James Wilson:

(An attested copy.)

(signed) B. Osborne.

Treasury Chambers, 14 February 1854.

REPORT of the COMMISSIONERS OF AUDIT on the foregoing Account.

(No. 17.)

Audit Office, Somerset House, London,
16 January 1855.

My Lords,

We beg leave to transmit to your Lordships the accompanying copy of an Account of the Receipt and Expenditure for Naval Services, for the year ended 31st of March 1854, forwarded to us by the Lords Commissioners of the Admiralty, in pursuance of the 2d section of the Act 9 & 10 Vict. c. 92, and examined by officers under our direction.

The total sum appropriated by the Act 16 & 17 Vict. c. 110, for Naval Services, in the year 1853-54, was 7,120,705*l.*, and the Total Expenditure of that year (which includes the increased Expenditure occasioned by the Kafir War, amounting to 515*l.* 14*s.* 8*d.*) is shown by the accompanying Account to have been 7,197,804*l.* 10*s.* 3*d.*

Your Lordships will perceive from this Account that the Expenditure under the following heads has exceeded the amount voted by the sum of 365,166*l.* 3*s.* 3*d.*; viz.:

Vote.	£.	s.	d.
2. Victuals for Seamen and Marines - - - - -	243,552	4	9
3. Admiralty Office - - - - -	3,773	17	2
5. Scientific Branch - - - - -	7,707	19	4
8. Wages at Home - - - - -	24,754	10	6
12. Medicines and Medical Stores - - - - -	7,661	11	2
13. Miscellaneous Services - - - - -	16,678	19	4
14. Half Pay - - - - -	8,756	17	1
17. Army and Ordnance Departments - - - - -	50,715	18	6
Balances Irrecoverable - - - - -	1,564	5	5
£.	365,166	3	3

And that there is a surplus of 288,066*l.* 13*s.* under other heads; viz.:

Vote.	£.	s.	d.
1. Wages to Seamen and Marines - - - - -	81,186	14	3
4. Royal Naval Coast Volunteers - - - - -	46,409	5	11
6. Establishments at Home - - - - -	3,864	14	5
7. Ditto - Abroad - - - - -	611	9	6
9. Wages Abroad - - - - -	411	15	6
10. Naval Stores - - - - -	112,957	13	9
11. New Works and Repairs - - - - -	13,821	8	5
15. Military Pensions and Allowances - - - - -	17,561	16	10
16. Civil - ditto - - - - -	7,415	1	8
Post Office Department - - - - -	3,826	12	9
£.	288,066	13	-

This saving of 228,066*l.* 13*s.* having been applied in aid of the excess above shown, under the provisions of the Appropriation Act, namely, by authority of your Lordships' warrant, signifying Her Majesty's pleasure to that effect, the deficiency in the grants of the years 1853-54 is reduced to 77,099*l.* 10*s.* 3*d.*, which, having been temporarily disbursed out of the Supplies for 1854-55, remains to be made good by an additional grant.

A statement of the foregoing differences between the estimated amounts and the actual expenditure will also be found subjoined.

The same course has been pursued in this Account as in those for preceding years in regard to amounts transferred from Votes 1 and 2 to the separate Vote for the Packet Service in respect of the wages and victualling of the crews of Her Majesty's vessels employed as packets, the sums charged to the Packet Vote being estimated, and not actual expenditure, as explained in our Report of the 2d of January 1852 on the Naval Account for the year 1850-51 (Parliamentary Paper 14, in Session 1852).

We have to add, that a payment of 1*l.* 10*s.* 6*d.*, and credits of 11*l.* 4*s.* 11*d.* and 6*s.* 2*d.*, though included in the accompanying Account, will form the subject of future adjustment.

To the Lords Commissioners of
Her Majesty's Treasury,
&c. &c. &c.

We have, &c.
(signed) Edward Romilly.
Henry Arbuthnot.
W. L. Maberly.

STATEMENT of the Amounts by which the NAVAL EXPENDITURE has fallen short of or exceeded the Sums Voted for the Year 1853-54.

Number of Vote.	HEADS OF SERVICE.	EXPENDED.									
		Less than Voted.			More than Voted.						
		£.	s.	d.	£.	s.	d.				
1	Wages to Seamen and Marines	-	-	-	-	81,186	14	3	—		
2	Victuals for ditto	-	-	-	-	-	-	-	243,552	4	9
3	Admiralty Office	-	-	-	-	-	-	-	3,773	17	2
4	Royal Naval Coast Volunteers	-	-	-	-	46,409	5	11	—		
5	Scientific Branch	-	-	-	-	-	-	-	7,707	19	4
6	Establishments at Home	-	-	-	-	3,864	14	5	—		
7	Establishments Abroad	-	-	-	-	611	9	6	—		
8	Wages at Home	-	-	-	-	-	-	-	24,754	10	6
9	Wages Abroad	-	-	-	-	411	15	6	—		
10	Naval Stores	-	-	-	-	112,957	13	9	—		
11	New Works and Repairs	-	-	-	-	13,821	8	5	—		
12	Medicines and Medical Stores	-	-	-	-	-	-	-	7,661	11	2
13	Miscellaneous Services	-	-	-	-	-	-	-	16,678	19	4
14	Half Pay	-	-	-	-	-	-	-	8,756	17	1
15	Military Pensions and Allowances	-	-	-	-	17,561	16	10	—		
16	Civil Pensions and Allowances	-	-	-	-	7,415	1	8	—		
17	Army and Ordnance Departments	-	-	-	-	-	-	-	50,715	18	6
	Post Office Department	-	-	-	-	3,826	12	9	—		
	Balances Irrecoverable	-	-	-	-	-	-	-	1,564	5	5
		£.	288,066	13	—	365,166	3	3			
Net Excess on the aggregate of the Grants - - - £. 77,099 10 3											

NAVAL RECEIPT AND EXPENDITURE.

1853-54.

COPY of an Account of the NAVAL RECEIPT and EXPENDITURE, for the Year ended the 31st March 1854.

(Prepared in pursuance of Act 9 & 10 Vict. c. 92, s. 2.)

Ordered, by The House of Commons, to be Printed,
24 January 1855.

N A V Y.

STATEMENT of EXCESS of EXPENDITURE for Her Majesty's NAVY, for the
Year 1853-54; and ESTIMATE of the EXCESS of EXPENDITURE for Her
Majesty's NAVY, for the Year 1854-55.

STATEMENT of EXCESS of EXPENDITURE for Her Majesty's NAVY,
for the Year 1853-54.

	£.	s.	d.
Required to be voted in order to defray the Excess of the Naval Expenditure, beyond the Grants for the Year ended on the 31st March 1854, as shown on the Annual Account of the Naval Receipt and Expenditure for that Year -	77,099	10	3

Seventy-seven Thousand and Ninety-nine Pounds Ten Shillings
and Three-pence.

Admiralty, }
29 January 1855.

J. R. G. GRAHAM.
W. COWPER.

ESTIMATE of the EXCESS of EXPENDITURE for Her Majesty's NAVY,
for the Year 1854-55.

AN ESTIMATE of the Sums required to provide for the ESTIMATED EXCESS of the NAVAL EXPENDITURE for the Year ending 31st March 1855, beyond the Ordinary and Supplementary Grants for the Year 1854-55, under the following Heads of the Annual Estimates; viz.:

No. 2.			
VICTUALS FOR SEAMEN AND MARINES.			
	£.	s.	d.
To provide for the Payment of additional Supplies of Provisions, chiefly Salt Meat, to make good the extra Consumption by the Navy and Army - - - - -	550,000	-	-
No. 6.			
HER MAJESTY'S ESTABLISHMENTS AT HOME.			
For the Salaries of additional Dockyard Officers - - - - -	375	-	-
No. 8.			
WAGES OF HER MAJESTY'S ESTABLISHMENTS AT HOME.			
	£.	s.	d.
For the Wages of additional Artificers in Her Majesty's Dockyards, and additional for employment by Task and Job Work - - - - -	77,000	-	-
For the Wages of additional Workmen in the Factories - - - - -	11,500	-	-
	88,500	-	-
No. 9.			
WAGES OF HER MAJESTY'S ESTABLISHMENTS ABROAD.			
For the Wages of additional Artificers in Her Majesty's Dockyard at Malta - - - - -	1,000	-	-
No. 10.			
NAVAL STORES, &c.			
	£.	s.	d.
For the Purchase of Naval Stores - - - - -	372,289	-	-
For the Purchase of Machinery for Steam Vessels - - - - -	174,250	-	-
For the Purchase and Fitting of Two Vessels as Mill and Bakery - - - - -	39,430	-	-
For Ships and Vessels built by Contract, or Purchased - - - - -	402,460	-	-
	988,429	-	-
Carried forward - - - - -	£.	1,628,304	-

				Brought forward - - -			£.	s.	d.
							1,628,304	-	-
No. 11.									
NEW WORKS, &c.									
To provide for additional Expenditure for Works and Repairs at the under-mentioned Establishments; viz.:									
							£.	s.	d.
Dock-Yards -	{	Chatham	- - - - -				5,000	-	-
		Sheerness	- - - - -				14,000	-	-
		Portsmouth	- - - - -				8,300	-	-
		Pembroke	- - - - -				1,500	-	-
Victualling Establishments	{	Deptford	- - - - -				14,000	-	-
		Royal Clarence	- - - - -				3,000	-	-
Medical Establishments	{	Deal Hospital	- - - - -				500	-	-
		Yarmouth Hospital	- - - - -				2,000	-	-
Admiralty Offices	-	-	- - - - -				1,500	-	-
For Contingencies	-	-	- - - - -				2,000	-	-
							£. 51,800	-	-
For Machinery for Dock-yards	-	-	- - - - -				5,000	-	-
							56,800	-	-
No. 13.									
MISCELLANEOUS SERVICES.									
To provide for an Excess of Expenditure under the following Heads, viz.:									
							£.	s.	d.
Pilotage of Her Majesty's Ships (chiefly in the Baltic)	-	-	- - - - -				10,000	-	-
Passages of Naval Officers joining their Ships, &c.	-	-	- - - - -				5,000	-	-
Raising Volunteers for the Navy	-	-	- - - - -				5,000	-	-
							20,000	-	-
No. 17.									
ARMY AND ORDNANCE DEPARTMENTS (CONVEYANCE OF TROOPS).									
To provide for the Hire of Monthly Transports, and other Expenses for the Conveyance of Reinforcements for the Allied Armies in the East							224,500	-	-
PRISONERS OF WAR.									
							£.	s.	d.
For Repairs and Alterations required at the War Prison at Leves	-	-	- - - - -				2,500	-	-
Ditto, including Lighting and Warming, at the War Prison, Millbay	-	-	- - - - -				1,000	-	-
							£. 3,500	-	-
For additional Amount required for the Maintenance, Clothing, &c. of Prisoners, Pay of Officers in Charge, and other Expenses attending their Detention	-	-	- - - - -				5,000	-	-
							8,500	-	-
TOTAL - - -							£.	1,938,104	- -

The whole Charge amounts to One Million Nine Hundred and Thirty-eight Thousand One Hundred and Four Pounds.

Admiralty, }
29 January 1855. }

J. R. G. GRAHAM.
W. COWPER.

N A V Y.

STATEMENT of EXCESS of EXPENDITURE for
Her Majesty's NAVY, for the Year 1853-54;
and ESTIMATE of the EXCESS of EXPENDITURE
for Her Majesty's NAVY, for the Year 1854-55.

(Presented to Parliament by Her Majesty's Command.)

*Ordered, by The House of Commons, to be Printed,
29 January 1855.*

NAVY, ARMY, &c.

1853-54.

RETURN to an Order of the Honourable The House of Commons,
dated 30 July 1855;—for,

DETAILED ACCOUNTS “of the RECEIPT and EXPENDITURE for NAVY,
ARMY, COMMISSARIAT, and ORDNANCE SERVICES, for the Year to the
31st day of March 1854.”

(*Mr. Wilson.*)

Ordered, by The House of Commons, to be Printed,
1 August 1855.

NAVAL SERVICES. - - - - -

COPY of a DETAILED ACCOUNT of the NAVAL RECEIPT and EXPENDITURE for the Year ended the 31st March 1854 ;
as well as with the Estimates under the subordinate Heads into which the Votes are divided in the Admiralty

The unappropriated Balance of 177,935 *l.* 14 *s.* 2 *d.* shown on the Account of Naval Receipt and Expenditure for the Financial Year ended the 31st March 1853, has been withdrawn by the Lords of the Treasury from the Naval Balance at the Exchequer, agreeably with the arrangement approved of by their Lordships, as signified by Mr. James Wilson's Letter of the 14th February 1854.

To AMOUNT GRANTED FOR NAVAL SERVICES FOR THE YEAR 1853-54, per Act 16 & 17 Vict. c. 110,
under the following Votes ; viz. :

	£.	s.	d.	£.	s.	d.
Vote No. 1. Wages to Seamen and Marines - - - - -	1,736,236	-	-			
— 2. Victuals for ditto - - - - -	615,426	-	-			
— 3. Admiralty Office - - - - -	137,245	-	-			
— 4. Royal Naval Coast Volunteers - - - - -	{ (See Supplemen- tary Estimate below.) }					
— 5. Scientific Branch - - - - -				34,939	-	-
— 6. Her Majesty's Establishments at Home - - - - -	134,230	-	-			
— 7. Her Majesty's Establishments Abroad - - - - -	22,764	-	-			
— 8. Wages to Artificers, &c., employed in Her Majesty's Establish- ments at Home - - - - -	683,648	-	-			
— 9. Wages to Artificers, &c., employed in Her Majesty's Establish- ments Abroad - - - - -	35,566	-	-			
— 10. Naval Stores, &c., for the Building, &c., of Ships, &c. - - -	1,023,011	-	-			
— 11. New Works, Improvements, and Repairs in the Yards, &c. -	256,948	-	-			
— 12. Medicines and Medical Stores - - - - -	26,000	-	-			
— 13. Miscellaneous Services - - - - -	57,427	-	-			
— 14. Half Pay, Reserved Half Pay, and Retirement to Officers of the Navy and Royal Marines - - - - -	687,575	-	-			
— 15. Military Pensions and Allowances - - - - -	483,134	-	-			
— 16. Civil Pensions and Allowances - - - - -	148,394	-	-			
— 17. Army and Ordnance Departments (Conveyance of Troops) -	152,950	-	-			
	6,235,493	-	-			
Post Office Department (Packet Service) - - - - -	835,212	-	-			
	£. 7,070,705	-	-			
To AMOUNT granted on the Supplementary Estimate for the Year 1853-54, to defray the charge for the Royal Naval Coast Volunteers (Vote No. 4), per Act 16 & 17 Vict. c. 110 - - - - -	50,000	-	-			
				7,120,705	-	-
* To Balance, being the Excess of Expenditure beyond the Grants for the Year 1853-54 - - -				77,099	10	3
				£. 7,197,804	10	3

Admiralty, }
29 November 1854. }

* Voted in Session of 1855.

Audit Office, }
July 1855. }

NAVAL SERVICES.

showing a Comparison of the Expenditure with the Grants under each of the General Heads stated in the Appropriation Act, Departmental Ledger.—(Prepared in pursuance of Treasury Minute, dated the 13th January 1846.)

VOTES.		EXPENDITURE, 1853-54.	GRANTS (including Supplementary Estimate).	Refer- ence Page to Detailed Account.	Addition by the Commissioners of Audit.			
					EXPENDED			
					Less than Estimate.		More than Estimate.	
No.		£. s. d.	£. s. d.		£. s. d.	£. s. d.		
1	NAVY EFFECTIVE SERVICES: BY Wages to Seamen and Marines -	1,655,049 5 9	1,736,236 - -	6	81,186 14 3	- - -		
2	„ Victuals for ditto - - -	858,978 4 9	615,426 - -	6	- - -	243,552 4 9		
3	„ Admiralty Office - - -	141,018 17 2	137,245 - -	7	- - -	3,773 17 2		
4	„ Royal Naval Coast Volunteers -	3,590 14 1	50,000 - - (Supplementary Estimate.)	7	46,409 5 11	- - -		
5	„ Scientific Branch - - -	42,646 19 4	34,939 - -	7	- - -	7,707 19 4		
6	„ Her Majesty's Establishments at Home - - -	130,365 5 7	134,230 - -	7	3,864 14 5	- - -		
7	„ Her Majesty's Establishments Abroad - - -	22,152 10 6	22,764 - -	8	611 9 6	- - -		
8	„ Wages to Artificers, &c., em- ployed in Her Majesty's Establishments at Home -	708,402 10 6	683,648 - -	8	- - -	24,754 10 6		
9	„ Wages to Artificers, &c., em- ployed in Her Majesty's Establishments Abroad -	35,154 4 6	35,566 - -	8	411 15 6	- - -		
10	„ Naval Stores, &c., for the Build- ing, &c., of Ships, &c. -	910,053 6 3	1,023,011 - -	9	112,957 13 9	- - -		
11	„ New Works, Improvements, and Repairs in the Yards -	243,126 11 7	256,948 - -	9	13,821 8 5	- - -		
12	„ Medicines and Medical Stores -	33,661 11 2	26,000 - -	10	- - -	7,661 11 2		
13	„ Miscellaneous Services - -	74,105 19 4	57,427 - -	10	- - -	16,678 19 4		
	NAVY NON-EFFECTIVE SERVICES:							
14	By Half-Pay, Reserved Half-Pay, and Retirement to Officers of the Navy and Royal Marines	696,331 17 1	687,575 - -	10	- - -	8,756 17 1		
15	„ Military Pensions and Allow- ances - - -	465,572 3 2	483,134 - -	11	17,561 16 10	- - -		
16	„ Civil Pensions and Allowances	140,978 18 4	148,394 - -	11	7,415 1 8	- - -		
	SERVICE OF OTHER DEPARTMENTS:							
17	By Army and Ordnance Depart- ments (Conveyance of Troops)	208,665 18 6	152,950 - -	11	- - -	50,715 18 6		
	„ Post Office Department (Packet Service) - - -	831,385 7 3	835,212 - -	11	3,826 12 9	- - -		
	£.	7,196,240 4 10	7,070,705 - -	£.	288,066 13 -	363,601 17 10		
	By Amount written off as Irrecove- rable, being the Balances due by the following Accountants, viz.:—		{ 50,000 - - (Suppl ^y Estimate.)					
	Mr. R. M'Gowan, deceased, } £. s. d. late Clerk in charge at } 710 12 8 Jamaica } - - -				Balance Irreco- verable - }	1,564 5 5		
	Lieut. W. G. Stratford, de- ceased, late Superin- tendent of the Nautical Almanack - - -	853 12 9			Net Excess - £.	77,099 10 3		
	£.	1,564 5 5						
	£.	7,197,804 10 3	7,120,705 - -					

Vide Explanations of the Causes of the Excesses, page 4.

Wide Explanations of the Causes of the Excesses, page 4.

(signed) *R. M. Bromley,*
Accountant-general of the Navy.

Examined, B
Charles Vine,
 Inspector in Charge of Naval and Military Accounts.

By Order of the Board,
C. Macaulay, Secretary.

EXPLANATIONS of the CAUSES of the EXCESSES on the preceding Account.

VOTE No. 2.—VICTUALS FOR SEAMEN, &c. - - - - £.243,552. 4. 9.

This Excess arises from a general increase of prices, and of the Establishments of Provisions of the Home and Foreign Depôts; from deliveries of Salt Meat in advance of the stipulated period, and to replace deficiencies under Contracts of 1852/53; from large demands for the Mediterranean Fleet and the Army Expedition in the East, for a large portion of which latter outlay, repayment will be obtained, and credit given in the Account for 1854/55.

VOTE No. 3.—ADMIRALTY OFFICE - - - - £.3,773. 17. 2.

The Excess under this Vote arises from Expenditure for Postage beyond the Vote; from an inadequate provision for the expense of Warming and Lighting the Establishments; from increased Traveling Charges, incurred chiefly in connexion with the supervision and trial of Steam Machinery Afloat; from the attendance of Clerks at night to meet the increased demands upon the Sea Wages Office; and from the Law Charges being beyond the Vote.

VOTE No. 5.—SCIENTIFIC BRANCH - - - - £.7,707. 19. 4.

The Excess under this Vote arises from an Expenditure on account of the Transit Circle at the Cape of Good Hope Observatory, and for the Compass Department, for which no provision was taken in the Estimates; from an increased supply of Charts for the use of the Allied Fleets of France and England; from its having been found more economical to carry on the Home Surveys by means of hired Vessels rather than commissioning small Vessels for that purpose, as was contemplated when the Estimates were framed, thus leading to an Excess under this Head, which is met, however, by more than a corresponding saving under Vote No. 1, Sea Wages; and from the Vote for the Harbour and Railway Department having been taken for Half a year only, whereas a whole year's charge has been incurred, it having been found advisable to continue that Department under an altered Form.

VOTE No. 8.—WAGES, HER MAJESTY'S ESTABLISHMENTS AT HOME, £.24,754. 10. 6.

The Excess under this Vote has arisen from the employment of the Artificers in the Dockyards upon Task and Job Work while employed in fitting out the Baltic Fleet, and from the payment to others, not so employed, of an extra allowance to meet the high price of provisions; from increased payments of extra pay to Artificers of the Fleet, for Repairs, &c.; and from an addition to the Police Force for service at Keyham; also from the extra employment of men in the Victualing Establishments to furnish the large Supplies of Provisions required by the Baltic Fleet.

VOTE No. 12.—MEDICINES AND MEDICAL STORES - - - - £.7,661. 11. 2.

This Excess has arisen from Extra Supplies of Medical Necessaries and Stores purchased on the commencement of the War for the "Belleisle" Hospital Ship, and the Naval Hospitals at Therapia and Deal; from the increase in the price of Hospital Provisions, and from an unusually large number of patients having been in the Home Hospitals during the year.

VOTE No. 13.—MISCELLANEOUS SERVICES - - - - £.16,678. 19. 4.

The Excess under this Vote has been occasioned by more having been paid than voted for Pilotage; Distressed Seamen, more particularly in the Pacific; Expenses of Commanders-in-Chief, chiefly large purchases of Furniture for their official Residences, upon which they are charged a per-centage; Passages of Naval Officers joining their Ships; Purchase of Books for Seamen's Libraries, &c., and for raising Volunteers for the Navy; from the purchase of Whale or Whalley Island of the Corporation of Portsmouth for the Board of Ordnance, in consideration of their having given up the Laboratory Field to the Admiralty; and from arrears of Expenditure for the Arctic Expedition (principally for the hire of the "Breadalbane" Transport) under Captain Englefield, for which latter services no provision was taken.

VOTE No. 14.—HALF PAY - - - - - £. 8,756. 17. 1.

This Excess has arisen upon a diminished Vote, it having been contemplated that a less number of Officers would be upon the Half Pay List through the Commissioning of Ships than has occurred in the course of the year.

VOTE 17.—ARMY AND ORDNANCE DEPARTMENTS - - £. 50,715. 18. 6.

The Excess under this Vote has been owing to more Troops having been sent out than were estimated for, and by the payment of advances on Transports on Monthly Hire, taken up on account of the War.

BALANCES IRRECOVERABLE - - - - - £. 1,564. 5. 5.

These Defalcations on the accounts of Mr. M'Gowan and Lieutenant Stratford, both deceased, have been charged against the Naval Grants of the year, having been considered, after full legal inquiry, irrecoverable; and the surviving Surety, in the case of Mr. M'Gowan, having paid the amount of his Bond in full.

These form a separate Item in the Account, in accordance with the suggestions of the Audit Board, in letter 16th December 1847, on the Annual Account for 1846/47.

N. B.—The application of the Surpluses under Votes 1, 4, 6, 7, 9, 10, 11, 15, and 16, and that for the Post Office Department, in aid of the Deficiencies on the Grants for the Services above-mentioned, has been sanctioned with reference to the provisions of the 28th Clause of the Act 16 & 17 Vict., c. 110.

SUPPLEMENTARY STATEMENT (per Treasury Minute, 24 February 1852.)

The increased Expenditure included under the several Votes of the above Account, which has arisen in consequence of the Kafir War, is - - - - - £. 515. 14. 8.

Viz.:	£.	s.	d.
Under Vote No. 2, Victuals for Seamen, &c. - - - - -	11	12	-
Under „ 10, Naval Stores, &c. - - - - -	150	17	9
Under „ 17, Army and Ordnance Departments - - - - -	353	4	11
	£.	515	14 8

(signed) R. M. Bromley,
Accountant-general of the Navy.

DETAILED ACCOUNT of the NAVAL RECEIPT and EXPENDITURE, for the Year ended 31st March 1854.

HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER.	EXPENDITURE, 1853-54.	ESTIMATE, 1853-54.	Additions by the Commissioners of Audit.	
			EXPENDED	
			Less than Estimate.	More than Estimate.
VOTE No. 1.				
WAGES TO SEAMEN AND MARINES:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Wages to Seamen and Marines } afloat - - - - -	1,183,047 3 4			
Seamen's Clothing, Soap and } Tobacco - - - - -	223,313 7 9			
Apprehension of Deserters - -	5,448 6 7			
	1,411,808 17 8	1,484,086 - -	72,277 2 4	—
Subsistence of Commissioned and } Staff Officers, R. M. - - -	44,734 6 3			
Subsistence of Non-Commissioned } Officers and Privates, R. M. -	107,211 14 -			
Recruiting Expenses - - -	23,583 10 7			
Salaries, Marine Service - - -	1,278 - -			
Contingencies, ditto - - -	12,736 15 11			
Marine Necessaries - - -	14,491 13 7			
	204,036 - 4	222,750 - -	18,713 19 8	—
Marine Clothing and Accoutre- } ments - - - - -	27,951 10 3			
Allowances in lieu of Marine } Clothing - - - - -	4,192 18 2			
	32,144 8 5	20,900 - -	- - -	11,244 8 5
Marine Barrack Stores - - -	7,059 19 4	8,500 - -	1,440 - 8	—
	£. 1,655,049 5 9	1,736,236 - -	92,431 2 8	11,244 8 5
VOTE No. 2.				
VICTUALS FOR SEAMEN AND MARINES:				
	£. s. d.			
Provisions received under Contract, } as detailed at p. 29 - - -	561,287 6 10			
Tea - - - - -	14,110 19 -			
Victualling Stores received under } Contract - - - - -	38,436 19 5			
Provisions and Victualling Stores } purchased and repaired - - -	132,124 8 4			
Ditto, supplied by other Depart- } ments - - - - -	8,140 15 9			
Pursers' Balances - - -	28,722 9 11			
Necessary Money - - -	30,994 - 11			
Savings - - - - -	85,679 7 6			
Extra Allowances to Pursers of } Yachts - - - - -	309 - -			
Allowances in lieu of Provisions, } Fuel, &c. - - - - -	16,829 6 -			
Lighterage and other Charges on } Provisions, &c. - - - - -	1,908 3 9			
Freight of Provisions and Vic- } tualling Stores - - - - -	9,656 16 4			
Issues for the Victualling Service -	7,644 8 11			
	935,844 2 8			
Abate,— Amount of Issues on Account of } other Branches of the Service, } &c. - - - - -	76,865 17 11			
	858,978 4 9	615,426 - -	- - -	243,552 4 9
	£. 858,978 4 9	615,426 - -	- - -	243,552 4 9

DETAILED ACCOUNT of the Naval Receipt and Expenditure—continued.

HEADS OF EXPENDITURE. in DEPARTMENTAL LEDGER.	EXPENDITURE, 1853-54.	ESTIMATE, 1853-54.	Additions by the Commissioners of Audit.			
			EXPENDED			
			Less than Estimate.		More than Estimate.	
VOTE No. 3.						
ADMIRALTY OFFICE:	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Salaries, Admiralty Office - - - - -	105,401 10 3	107,584 - -	2,182 9 9	—	—	—
Wages - - ditto - - - - -	3,419 11 7	3,191 - -	- - -	228 11 7	—	—
Contingencies, ditto - - - - -	29,567 18 8	24,470 - -	- - -	5,097 18 8	—	—
Law Charges - ditto - - - - -	2,629 16 8	2,000 - -	- - -	629 16 8	—	—
£.	141,018 17 2	137,245 - -	2,182 9 9	5,956 6 11	—	—
VOTE No. 4.						
ROYAL NAVAL COAST VOLUNTEERS:						
Royal Naval Coast Volunteers - - - - £.	3,590 14 1	50,000 - -	46,409 5 11	—	—	—
VOTE No. 5.						
SCIENTIFIC BRANCH:						
Salaries, Royal Observatory - - - - -	2,117 6 4	2,117 - -	- - -	- 6 4	—	—
Contingencies, ditto - - - - -	1,263 3 3	1,369 - -	105 16 9	—	—	—
Observatory at the Cape of Good Hope - - -	2,247 2 10	1,488 - -	- - -	759 2 10	—	—
Nautical Almanack - - - - -	1,976 13 2	3,200 - -	1,223 6 10	—	—	—
Chronometers - - - - -	183 15 7	600 - -	416 4 5	—	—	—
Compass Department - - - - -	385 17 6	- - -	- - -	385 17 6	—	—
Rewards, Experiments, &c., for Scientific Purposes -	431 17 11	1,000 - -	568 2 1	—	—	—
Libraries and Museums at Haslar and Plymouth -	106 4 -	100 - -	- - -	6 4 -	—	—
Salaries and Wages, Hydrographical Department -	2,655 9 10	2,655 - -	- - -	- 9 10	—	—
Contingencies - - ditto - - - - -	5,787 19 10	4,450 - -	- - -	1,337 19 10	—	—
Coast and other Surveys - - - - -	19,496 7 9	13,631 - -	- - -	5,865 7 9	—	—
Harbour and Railway Department - - - - -	2,383 11 7	1,550 - -	- - -	833 11 7	—	—
Establishment for Scientific Education at Portsmouth	3,078 12 3	2,321 - -	- - -	757 12 3	—	—
School of Mathematics and Naval Construction -	532 17 6	458 - -	- - -	74 17 6	—	—
£.	42,646 10 4	34,939 - -	2,313 10 1	10,021 9 5	—	—
VOTE No. 6.						
HER MAJESTY'S ESTABLISHMENTS AT HOME:						
Salaries, Naval Yards at Home - - - - -	88,512 13 -	91,064 - -	2,551 7 -	—	—	—
Rents and Taxes - ditto - - - - -	5,800 10 5	6,821 - -	1,020 9 7	—	—	—
Contingencies - - ditto - - - - -	3,505 1 6	3,625 - -	119 18 6	—	—	—
Salaries, Victualling Establishments at Home -	13,502 6 2	13,806 - -	303 13 10	—	—	—
Rents and Taxes - ditto - - - - -	1,005 19 -	924 - -	- - -	81 19 -	—	—
Contingencies - - ditto - - - - -	680 19 1	657 - -	- - -	23 19 1	—	—
Salaries, Medical Establishments at Home - -	7,695 17 6	7,575 - -	- - -	120 17 6	—	—
Rents and Taxes - ditto - - - - -	504 7 9	476 - -	- - -	28 7 9	—	—
Contingencies - - ditto - - - - -	689 12 3	685 - -	- - -	4 12 3	—	—
Salaries, Transport Establishments - - - - -	580 - -	550 - -	- - -	30 - -	—	—
Rents, Taxes and Contingencies, ditto - - -	91 18 9	98 - -	6 1 3	—	—	—
Marine Barracks - - - - -	4,091 7 8	4,351 - -	259 12 4	—	—	—
Marine Infirmaries - - - - -	3,704 12 6	3,598 - -	- - -	106 12 6	—	—
£.	130,365 5 7	134,230 - -	4,261 2 6	396 8 1	—	—

DETAILED ACCOUNT of the Naval Receipt and Expenditure—continued.

HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER.	EXPENDITURE, 1853-54.	ESTIMATE, 1853-54.	Additions by the Commissioners of Audit.	
			EXPENDED	
			Less than Estimate.	More than Estimate.
VOTE No. 7. HER MAJESTY'S ESTABLISHMENTS ABROAD.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Salaries, Naval Yards Abroad - - - - -	11,872 3 11	12,203 - -	330 16 1	—
Rents, Taxes, and Contingencies, Naval Yards Abroad	1,203 1 7	1,061 - -	- - -	142 1 7
Salaries, Victualling Establishments Abroad - -	2,973 10 1	2,900 - -	- - -	73 10 1
Rents, Taxes, and Contingencies, Victualling Estab- lishments Abroad - - - - -	365 - 8	254 - -	- - -	111 - 8
Salaries, Medical Establishments Abroad - - -	5,372 8 11	5,860 - -	487 11 1	—
Rents and Contingencies, Medical Establishments } Abroad - - - - -	366 5 4	486 - -	119 14 8	—
£.	22,152 10 6	22,764 - -	938 1 10	326 12 4
VOTE No. 8. WAGES, H. M. ESTABLISHMENTS AT HOME.				
Wages to Artificers, &c., Naval Yards at Home -	611,034 14 5	591,548 - -	- - -	19,486 14 5
Training and exercising Artificers in H. M. Dock- yards - - - - -	8,665 16 -	9,000 - -	334 4 -	—
Extra Pay to Officers, Seamen, &c. at Home - -	3,493 10 9	2,000 - -	- - -	1,493 10 9
General Survey in the Dockyards (Expenses of) -	264 3 -	- - -	- - -	264 3 -
Wages, Yard Service, Afloat - - - - -	14,615 5 6	15,170 - -	554 14 6	—
Hire of Teams, Naval Yards at Home - - -	6,488 11 11	6,259 - -	- - -	229 11 11
Wages, Police Force - - ditto - - - - -	21,016 17 9	19,131 - -	- - -	1,885 17 9
Wages to Artificers, &c., Victualling Establishments } at Home - - - - -	29,288 6 7	27,797 - -	- - -	1,491 6 7
Ditto - Victualling Yards Hoys, at Home - -	2,655 18 -	2,575 - -	- - -	80 18 -
Ditto - Police Force - - - ditto - - -	5,429 18 5	5,191 - -	- - -	238 18 5
Ditto - Medical Establishments at Home - -	4,353 10 6	3,912 - -	- - -	441 10 6
Ditto - Transport Establishments - - -	331 18 9	273 - -	- - -	58 18 9
Ditto - Marine Infirmaries - - - - -	763 18 11	792 - -	28 1 1	—
£.	708,402 10 6	683,648 - -	916 19 7	25,671 10 1
VOTE No. 9. WAGES, H. M. ESTABLISHMENTS ABROAD:				
Wages, Naval Yards, Abroad - - - - -	22,433 18 11	23,873 - -	1,439 1 1	—
Training, &c., Dockyard Artillery Battalion at Malta	1,604 14 5	1,000 - -	- - -	604 14 5
Extra Pay to Officers, Seamen, &c., Abroad - -	3,176 12 4	2,500 - -	- - -	676 12 4
Wages, Victualling Establishments - ditto - -	4,999 14 11	5,225 - -	225 5 1	—
Wages, Medical Establishments - - ditto - -	2,939 3 11	2,968 - -	28 16 1	—
£.	35,154 4 6	35,566 - -	1,693 2 3	1,281 6 9

DETAILED ACCOUNT of the Naval Receipt and Expenditure—continued.

HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER.	EXPENDITURE, 1853-54.	ESTIMATE, 1853-54.	Additions by the Commissioners of Audit.			
			EXPENDED			
			Less than Estimate.		More than Estimate.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
VOTE No. 10.						
NAVAL STORES FOR THE BUILDING, &c. OF THE FLEET, &c.						
Naval Stores received under con- } £. s. d.						
tract, as detailed at p. 30 - - -	873,328 8 8					
Ditto - Experimental - - -	142 7 11					
Ditto - Purchased and Repaired -	53,254 3 6					
Ditto - Supplied by other Depart- } 2,503 12 9						
ments - - - - -						
Issues for the Naval Service - -	3,193 15 2					
	932,422 8 -					
Abate,—						
Amount of Issues for other Branches } 42,080 18 1						
of the Service - - - - -						
	890,341 9 11	1,012,011 - -*	121,669 10 1			
Purveying Timber - - - -	1,929 4 7					
Salvage of Naval Stores - - -	51 9 2					
Conveyance of, and other Charges } 5,455 18 11						
on Naval Stores - - - - -						
Freight of Naval Stores - - -	8,286 17 8					
Ships repaired at other than H. M. } 2,774 9 6						
Ports - - - - -						
	18,497 19 10	11,000 - -	- - -		7,497 19 10	
Ships and other Vessels purchased, built by contract, &c.	16 5 3	- - -	- - -		16 5 3	
Ship building at Moulmein - - -	1,197 11 3	- - -	- - -		1,197 11 3	
	£. 910,053 6 3	1,023,011 - -	121,669 10 1		8,711 16 4	
VOTE No. 11.						
NEW WORKS, IMPROVEMENTS, AND REPAIRS:						
New Works, &c.:						
Deptford - - - - - as explained at p. 18	1,890 15 4	1,950 - -	59 4 8			
Woolwich - - - - - p. 18	9,893 6 1	9,250 - -	- - -		643 6 1	
Chatham - - - - - p. 18	33,910 16 11	28,968 - -	- - -		4,942 16 11	
Sheerness - - - - - p. 19	4,643 8 5	10,478 - -	5,834 11 7			
Portsmouth - - - - - p. 19	34,422 16 9	35,796 - -	1,373 3 3			
Plymouth - - - - - p. 20	11,941 1 6	14,917 - -	2,975 18 6			
Keyham - - - - - p. 21	69,174 11 10	75,000 - -	5,825 8 2			
Plymouth Breakwater - - - p. 21	11,214 9 -	13,000 - -	1,785 11 -			
Pembroke - - - - - p. 21	3,422 - 6	3,561 - -	138 19 6			
Deal, Leith, &c. - - - p. 21	5,915 3 -	8,459 - -	2,543 17 -			
Victualling Establishments at Home - p. 22	7,358 12 5	7,690 - -	331 7 7			
Medical Establishments at Home - p. 22	2,558 4 10	3,466 - -	907 15 2			
Marine Barracks - - - p. 23	7,743 5 10	7,124 - -	- - -		619 5 10	
Marine Infirmarys - - - p. 22	532 10 6	578 - -	45 9 6			
Repairs and Alterations at the Admiralty } 4,001 6 -		4,000 - -	- - -		1 6 -	
Offices, Whitehall and Somerset House - }						
New Works, &c.:						
Naval Establishments Abroad - - p. 24	25,853 3 3	24,516 - -	- - -		1,337 3 3	
Victualling Establishments Abroad - p. 26	1,017 16 8	1,079 - -	61 3 4			
Medical Establishments Abroad - p. 27	1,566 3 7	1,616 - -	49 16 5			
Contingencies (Works and Repairs) - p. 27	5,772 9 2	5,000 - -	- - -		772 9 2	
Ditto - (New Machinery) - - p. 27	204 10 -	500 - -	205 10 -			
	£. 243,126 11 7	256,948 - -	22,137 15 8		8,316 7 3	

* Note.—This detailed sum differs from that shown on the Estimates, in consequence of the deduction for the Packet Service. This is made from the Aggregate Vote only in the Estimates, but apportioned in this statement to the proper item to which it relates. The total net amount, however, remains the same.

DETAILED ACCOUNT of the Naval Receipt and Expenditure—*continued.*

HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER.	EXPENDITURE, 1853-54. £. s. d.	ESTIMATE, 1853-54. £. s. d.	Additions by the Commissioners of Audit.			
			EXPENDED			
			Less than Estimate.		More than Estimate.	
			£. s. d.		£. s. d.	
VOTE No. 12.						
MEDICINES AND MEDICAL STORES:						
Hospital and Infirmary Provisions and Stores - - - - -	£. s. d. 19,925 10 7					
Issues for the Medical Service - - -	4,667 11 10					
	24,593 2 5					
Abate,— Amount of Issues for other branches of the Service - - - - -	1,362 16 1					
		23,230 6 4	16,700 - -	- - -	6,530 6 4	
Medicines and Chemicals - - -	5,980 11 6					
Surgical Instruments - - -	774 11 4					
		6,755 2 10	*5,950 - -	- - -	805 2 10	
Subsistence, &c., of Seamen, at Sick Quarters, &c. - - - - -	2,929 15 5					
Miscellaneous Disbursements, Medical Service - - - - -	746 6 7					
		3,676 2 -	*3,350 - -	- - -	326 2 -	
£.	33,661 11 2	26,000 - -	- - -	- - -	7,661 11 2	
VOTE No. 13.						
MISCELLANEOUS SERVICES:						
Pilotage - - - - -	9,474 11 5	7,000 - -	- - -	- - -	2,474 11 5	
Distressed Seamen - - - - -	16,786 8 6	14,000 - -	- - -	- - -	2,786 8 6	
Commanders-in-Chief (Expenses attendant on) - - -	4,076 8 5	2,500 - -	- - -	- - -	1,576 8 5	
Courts Martial - - - - -	458 7 4	300 - -	- - -	- - -	158 7 4	
Passage Money (Naval) - - - - -	7,060 3 11	6,000 - -	- - -	- - -	1,060 3 11	
Telegraphic Communications (Expenses of) - - -	3,129 6 4	3,100 - -	- - -	- - -	29 6 4	
Hire of Temporary Clerks - - - - -	3,662 2 10	3,400 - -	- - -	- - -	262 2 10	
Purchase of Books - - - - -	1,549 17 3	1,000 - -	- - -	- - -	549 17 3	
Purchase of Land - - - - -	1,038 - -	- - -	- - -	- - -	1,038 - -	
Drill of the Coast Guard - - - - -	1,312 10 -	1,250 - -	- - -	- - -	62 10 -	
Compensation to Officers, &c., for Losses by Shipwreck, &c. - - - - -	175 18 5	1,000 - -	824 1 7	- - -	- - -	
Head Money - - - - -	660 - -	660 - -	- - -	- - -	- - -	
Contribution in aid of Sailors' Homes - - - - -	220 - -	200 - -	- - -	- - -	20 - -	
Hire of Ships and Vessels - - - £. 1,056 10 2						
Freight of Specie - - - - -	137 10 -					
Assistance rendered to Ships in distress - - -	117 16 6					
Compensation for damage done by Her Majesty's Ships - - - - -	1,702 1 7					
Allowances to Masters in charge of Gunners' Stores - - - - -	12 7 10					
Raising Men - - - - -	6,844 13 7					
Miscellaneous Payments and Allowances - - - - -	7,108 7 -					
	16,979 6 8	12,000 - -	- - -	- - -	4,979 6 8	
Arctic Expeditions - - - - -	7,522 18 3	5,017 - -	- - -	- - -	2,505 18 3	
£.	74,105 19 4	57,427 - -	824 1 7	- - -	17,503 - 11	
VOTE No. 14.						
HALF-PAY, &c. TO OFFICERS OF THE NAVY AND ROYAL MARINES:						
Half-pay - - - - -	£. 696,331 17 1	687,575 - -	- - -	- - -	8,756 17 1	

* See Note under Vote No. 10.

DETAILED ACCOUNT of the Naval Receipt and Expenditure—continued.

HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER.	EXPENDITURE, 1853-54.	ESTIMATE, 1853-54.	Additions by the Commissioners of Audit.			
			EXPENDED			
			Less than Estimate.		More than Estimate.	
VOTE No. 15.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
MILITARY PENSIONS AND ALLOWANCES:						
Pensions for Good and Meritorious Services - - -	5,911 6 -	5,850 - -	- - -	61 6 -		
Flag Officers' Retired Service Pensions - - -	1,496 5 8	1,500 - -	3 14 4			
Pensions to Commissioned and Warrant Officers - -	50,486 11 1	52,841 - -	2,354 8 11			
Ditto - to Relatives of Officers slain - - -	9,359 8 1	9,866 - -	506 11 11			
Ditto - to Widows of Naval Officers - - -	164,430 2 2	173,046 - -	8,615 17 10			
Ditto - to Widows of Marine Officers - - -	10,643 5 7	11,097 - -	453 14 5			
Compassionate List - - -	13,836 13 -	15,000 - -	1,163 7 -			
Bounty to Chaplains - - -	191 15 -	146 - -	- - -	45 15 -		
Out-pensions of Greenwich Hospital - - -	209,216 16 7	213,788 - -	4,571 3 5			
£.	465,572 3 2	483,134 - -	17,668 17 10	107 1 -		
VOTE No. 16.						
CIVIL PENSIONS AND ALLOWANCES:						
Pensions, Civil, Salaried Officers - £. 76,834 1 10						
Ditto - - Artificers, &c. - 64,144 16 6						
£.	140,978 18 4	148,394 - -	7,415 1 8	- - -		
VOTE No. 17.						
FREIGHT, &c., ON ACCOUNT OF THE ARMY AND ORDNANCE DEPARTMENTS:						
Freight, &c., of Ships on Monthly Pay - - -	37,608 7 11	- - -	- - -	37,606 7 11		
Conveyance of Troops, Army, &c., Abroad and } Homeward - - - - - }	74,162 16 6	56,500 - -	- - -	17,662 16 6		
Freight of Army and Ordnance Stores, ditto - -	16,088 17 9	12,000 - -	- - -	4,088 17 9		
Mess Allowances to Army and Ordnance Officers, &c.	4,234 - 9	5,500 - -	1,265 19 3			
Intercolonial Conveyance of Troops, Army and } Ordnance - - - - - }	11,274 - 2	16,000 - -	4,725 19 10			
Intercolonial Freight of Army and Ordnance Stores	6,297 17 10	5,500 - -	- - -	797 17 10		
Freight of Ships on Short Services - - -	5,548 19 3	8,500 - -	2,951 - 9			
Passage-Money, Army and Ordnance - - -	18,686 11 5	23,000 - -	4,313 8 7			
Fitting Transport and Freight Ships - - -	384 6 7	1,200 - -	815 13 5			
Bedding, and other Stores for Troops - - -	6,970 3 8	2,000 - -	- - -	4,970 3 8		
Pay to Agents for Transports Afloat - £. 469 15 5						
Contingencies, ditto - - - - 97 12 10						
£.	203,665 18 6	152,950 - -	17,658 12 5	68,374 10 11		
POST OFFICE DEPARTMENT (PACKET SERVICE):						
Conveyance of Mails by Contract - - -	803,282 1 -	799,735 - -	- - -	3,547 1 -		
Wages to Seamen, &c. (Packet Service) - - -	11,462 15 -	11,938 - -	475 5 -			
Victuals for ditto - - - - -	1,146 - -	1,497 - -	351 - -			
Packet Establishments - - - - -	562 19 8	648 - -	85 - 4			
Wages to Artificers, &c., at Home and Abroad, for } Packet Service - - - - - }	1,738 - -	3,958 - -	2,220 - -			
Stores and Repairs of Packets - - - - -	9,294 8 3	13,470 - -	4,175 11 9			
New Works, Repairs, &c., Packet Establishments -	101 9 3	26 - -	- - -	75 9 8		
Medicines, &c. for Packets - - - - -	144 - 5	175 - -	30 19 7			
Pensions, &c. (Packet Service) - - - - -	1,783 2 3	1,890 - -	106 17 9			
Miscellaneous Packet Expenses - - - - -	1,870 11 -	1,875 - -	4 9 -			
£.	831,385 7 3	835,212 - -	7,449 3 5	3,622 10 8		
Balances Irrecoverable - - - - - £.	1,564 5 5	- - -	- - -	1,564 5 5		

Amount written off as Irrecoverable, being the Balances due by the following Accountants, viz.:

	£. s. d.
Mr. R. M'Gowan, deceased, late Clerk in charge at Jamaica - - -	710 12 8
Lieut. W. S. Stratford, deceased, late Superintendent of Nautical Almanac - -	853 12 9
£.	1,564 5 5

(signed) *R. M. Bromley,*
Accountant general of the Navy.(Examined) *Charles Vine.*

BALANCE SHEET, showing the LEDGER BALANCES on the 31st October 1854; the Date on which the preceding Account of RECEIPT and EXPENDITURE was closed;—also, the NET AVAILABLE BALANCE remaining on that Day applicable to the still open Account of 1854–55; and the Amount of the EXCESS of EXPENDITURE on the Grants for 1853–54, as stated in the preceding Account.

N.B.—To obviate the necessity of introducing into the following Statement the separate results of all the Accounts, the Balances in the Ledger are shown in *Classes*, except in those instances in which it has been deemed advisable to add special explanations, with the view of illustrating the principle upon which the Account has been prepared, and the final Balance struck. The Account of Receipt and Expenditure is one of Receipts and Payments within the Year, and has been kept open for Seven Months after the expiration of the Year to which it refers, that all Payments posted within that period relating to the service of the past Year might be included in it, and the whole Expenditure on Imprest be finally audited before declaring the net available Balance. The postings of the Receipts and Payments comprised in that Account being therefore spread over a period of Nineteen Months, the proof of the correctness of the Amount of the Excess of Expenditure on the Grants for 1853–54, may be shown either by the Balances which remained on the Books at the Date to which the Account of Receipt and Expenditure extends (viz. 31st March 1854), or by those which remained at the Date when it was definitively closed (viz. 31st October 1854). The Balance Sheet of the latter Date is given, as it exhibits a more complete statement of the Accounts.

Number of Accounts.	DESCRIPTION OF ACCOUNTS.	Drs.			Crs.		
		£.	s.	d.	£.	s.	d.
1	HER MAJESTY'S EXCHEQUER: For Balance of Grants for the Naval Service, unissued on the 31st October 1854 - - - - -	5,599,505	-	-	-	-	-
1	HER MAJESTY'S EXCHEQUER (Old Store and Extra Receipt Moneys Account): There is no Balance on this Account, the Transfer Bill to the Ex- chequer being charged in the Ledger to the debit of the Account, simultaneously with the Transfer of the Credits on account of the Naval Old Store and Extra Receipt Moneys from their respective heads - - - - -	-	-	-	-	-	-
2	PAYMASTER GENERAL (Town and Port Accounts): For Credit Balance on 31st October 1854, on the Town Account - For Navy Cash Balance on 31st October 1854, on the Port Account	-	-	-	73,589	18	-
		45,197	11	2	-	-	-
1	BILLS PAYABLE: For Bills issued for Payment, but remaining unpaid on the 31st October 1854 - - - - -	-	-	-	141,422	4	2
1	OUTSTANDING BILLS, DRAFTS, &c.: For Bills drawn by Accounting Officers, not presented for Payment, and which have been outstanding for more than Six Years - -	-	-	-	3,918	12	8
1	SALARY LISTS: For Amount of Salaries on account of the Naval Department in Town, and at the Outports unpaid, or paid, but included in Accounts not passed on the 31st October 1854 - - - - -	-	-	-	21,662	1	4
1	PRIZE REMITTANCES: For Repayments on account of Prize Money paid by Naval Ac- countants Abroad, which Payments were not brought to account in the Ledger on the 31st October 1854 - - - - -	-	-	-	268	14	2
1	MERCHANT SEAMEN'S DEPOSITS: For Amount of Wages recovered from the Owners of Vessels on account of Merchant Seamen who have entered Her Majesty's Service, not yet claimed - - - - -	-	-	-	1,879	2	-
1	MEDICAL SUPPLEMENTAL FUND: For Contributions received from Naval Medical Officers, remaining to be paid to the Agents for the Fund - - - - -	-	-	-	27	-	3
1	SICK MESS FUND: For Value of the Savings of Rations of Seamen on board Her Majesty's Ships, while on the Sick List, from which a Fund is formed for the purchase of Medical Comforts - - - - -	-	-	-	1,048	7	6
11	- - - - - Carried forward - - - £.	5,644,702	11	2	243,816	-	1

BALANCE SHEET, showing the Ledger Balances on the 31st October 1854—*continued*.

Number of Accounts.	DESCRIPTION OF ACCOUNTS.	Drs.			Crs.		
		£.	s.	d.	£.	s.	d.
11	- - - - - Brought forward - - - £.	5,644,702	11	2	243,816	-	1
1	PROPERTY AND INCOME TAX: For Deductions for the Naval Department, remaining to be paid to the Receiver-general of Inland Revenue (Stamps and Taxes) - }	-	-	-	1,960	19	1
1	DEPOSITS FOR LOCAL ACTS: For Balance of Deposits paid to Mr. Abernethy, Civil Engineer, for his Services in corresponding, &c., with the Agents of the Tor- quay and South Devon Extension Railway Bill, not yet brought to account - - - - - }	-	-	-	3	3	-
1	DEPOSITS FOR MARINE OFFICERS' EQUIPMENTS: For Amount of Outstanding Deposits on account of the Outfit of Gentlemen Cadets of the Royal Naval College, Portsmouth, previous to their receiving Commissions in the Royal Marine Corps - - - - - }	-	-	-	4,047	8	11
1	CREDITS OF MARINES: For Balance of Deposits by Marines in the hands of the Divisional Paymasters, not yet claimed - - - - - }	-	-	-	2,378	7	4
1	INTERMEDIATE ACCOUNTS: For fractional differences on Advances by Marine Divisional Pay- masters, on account of other Divisions, to be adjusted - - }	-	-	3	-	-	-
9	MARINE DIVISIONAL PAYMASTERS AND BARRACK MASTERS, AND PURVEYORS OF MARINE INFIRMARIES: For Balances standing as Imprests, &c., against them on 31st October 1854 - - - - - }	81,550	13	1	-	-	9
36	NAVAL AND VICTUALLING STOREKEEPERS, HOSPITAL AGENTS, AND PACKET AGENTS, PAYMASTERS OF ADMIRALTY CONTINGENCIES, &c., AT HOME: For Balances as above - - - - - }	243,870	3	4	-	-	-
44	NAVAL STOREKEEPERS AND AGENT VICTUALLERS, HOSPITAL IN- SPECTORS, AND CONTRACTORS, &c. ABROAD: For Balances as above - - - - - }	236,934	15	5	6,810	3	5
82	RECRUITING OFFICERS: For Balances as above - - - - - }	9,984	8	9	-	11	9
32	OFFICERS RAISING MEN: For Balances as above - - - - - }	2,376	17	-	48	10	10
7	PAYMASTERS OF ROYAL NAVAL COAST VOLUNTEERS: For Balances as above - - - - - }	2,612	8	5	-	-	-
121	CONSULS: For Balances as above - - - - - }	8,551	12	2	156	3	3
412	PAYMASTERS, CLERKS IN CHARGE, &c.: For Balances as above - - - - - }	255,281	4	-	10,543	-	11
13	MISCELLANEOUS ACCOUNTANTS: For Balances as above - - - - - }	6,384	6	3	12	10	-
2	COMMISSARIAT CHEST ADVANCE ACCOUNTS: For Balance due by the Naval Department on account of Advances from the Chests in the Colonies for Naval Services in the Year 1853-54 - - - - - }	-	-	-	3,884	12	5
	For Amount outstanding on the Repayments by the Naval Depart- ment on account of the Estimated Amount of Advances from the Chests for Naval Services, for the Year 1854-55 - - }	109,367	8	1	-	-	-
774	- - - - - Carried forward - - - £.	6,601,616	7	11	273,661	11	9

BALANCE SHEET, showing the Ledger Balances on the 31st October 1854—*continued*.

Number of Accounts	DESCRIPTION OF ACCOUNTS.	Drs.			Crs.		
		£.	s.	d.	£.	s.	d.
784	- - - - - Brought forward - - £.	6,660,529	11	8	361,673	9	3
6	HOME DEPARTMENT (Convict Service Account): For Balances due for Advances out of Naval Grants on account of the Expense of the Transportation of Convicts, as follows: For Freight of Convict Ships - - - - - „ Gratuities to Surgeons, &c. of Convict Ships - - - „ Lodging and Passage Allowances, Convict Service - - „ Fitting Convict Ships - - - - - „ Bedding and other Stores for Convict Service - - - „ Provisions, &c. for Convict Service - - - - -	17,463	12	-	-	-	-
		50	-	-	-	-	-
		262	10	4	-	-	-
		694	8	-	-	-	-
		56	2	6	-	-	-
		2,971	17	1	-	-	-
1	SECRETARY OF STATE FOR FOREIGN AFFAIRS: For Advances out of Naval Grants on account of the Passages of Consular Officers, &c. - - - £.773 12 6 Less,— Repayment to Naval Department of the Expense of the Passage of the Hon. E. A. J. Harris, Chargé d’Affaires at Chili, and Family, from England to Chagres - - - - - 177 16 8	595	15	10	-	-	-
1	COLONIAL DEPARTMENT: For Advances out of Naval Grants on account of the Passage of Mr. F. Jackson, Provost-Marshal, Wife and Family, from Grenada to England - - - 117 12 1 For ditto, of Mr. E. Morgan, Clerk to Auditor-General, from Hong Kong to Point de Galle - - 36 - - For ditto, of the Freight of the Materials of a Gaol from London to St. Helena - - - - - 659 7 -	812	19	1	-	-	-
2	SECRETARY-AT-WAR: For Advances on account of Payments by the Secretary-at-War for Greenwich Out-Pensions in 1854-55 - - - - - For Advances on account of Payments by the Acting Storekeeper at Malta, for the Expense of the arrangements for the Accommodation of Troops on their way to the East - - - - - 353 7 5 Abate,— For Amount of Stoppages of Rations charged against Marines whilst in Military Prisons, to be paid over to the Military Authorities (now shown under Board of Ordnance) - - - - - 5 - 2	150,000	-	-	-	-	-
		348	7	3	-	-	-
794	- - - - - Carried forward - - £.	6,833,785	3	9	361,673	9	3

BALANCE SHEET, showing the Ledger Balances on the 31st October 1854—continued.

Number of Accounts.	DESCRIPTION OF ACCOUNTS.	Drs.			Crs.		
		£.	s.	d.	£.	s.	d.
794	- - - - - Brought forward - - -	6,833,785	3	9	361,673	9	3
1	ORDNANCE DEPARTMENT:						
	For Amount received by the Paymaster in charge of Stores at Valparaiso, on account of the Sale of Ordnance Stores, not yet claimed - - - - £. 20 9 7						
	For Amount of Stoppages for Rations charged against Marines whilst in Military Prisons, to be paid over to the Military Authorities - - - - - 46 14 5						
				67 4 -			
	Abate,—						
	For Advances out of Naval Grants, for the purchase by Paymasters of the Navy of Ordnance Stores, and other small Payments - - - - - 3 10 2						
		-	-	-		63 13 10	
2	BOARD OF CUSTOMS:						
	For the following Balances, viz.:						
	1st. For Balance due on account of Advances in 1854-55, for Medical Attendance on Seamen of Revenue Cruisers - - }	499	1	6			
	2d. For Advances out of Naval Grants, on account of the Wages of hired Workmen employed at Portsmouth in fitting the "Menelaus" Lazaretto, for the Motherbank Quarantine Estab- lishment, with Cabins and Berths, for the reception of Sick Persons from the West Indies - - - - - }	416	12	5			
1	BOARD OF TRADE (Marine Department):						
	For Balance of Wages received by Consuls Abroad, due to the Estates of Distressed British Seamen, to be paid over - - }	-	-	-		30 11 2	
1	EAST INDIA COMPANY:						
	For Advances out of Naval Grants on account of Expenses incurred at Hong Kong, for Services rendered to the Honourable Com- pany's Vessels - - - - - }	67	-	7			
1	FRENCH GOVERNMENT:						
	For Advances out of Naval Grants, on account of Work performed, and Provisions and Stores supplied to French Ships of War, forming portion of the Allied Fleets - - - - - }	8,184	13	10			
4	RIVERS TAU AND LUNE, RYE AND WEXFORD HARBOUR IMPROVEMENT ACCOUNTS:						
	For Balances of Deposits by Companies to be expended on Works of Improvement, under the Superintendence of the Admiralty - }	-	-	-		6,588 6 5	
2	DUBIOUS ACCOUNTANTS:						
	For bad and doubtful Debts on old accounts, from 1808, still kept on record in the Ledger - - - - - }	992	4	1			
1	IMPRESTS DUBIOUS:						
	For the above Debts on old accounts, withdrawn from the amount of the available Balance - - - - - }	-	-	-		992 4 1	
807	- - - - - Carried forward - - - £.	6,843,944	16	2	369,348	4	9

BALANCE SHEET, showing the Ledger Balances on the 31st October 1854—*continued*.

Number of Accounts.	DESCRIPTION OF ACCOUNTS.	Drs.			Crs.		
		£.	s.	d.	£.	s.	d.
807	- - - - - Brought forward - - -	6,843,944	16	2	369,348	4	9
25	OLD STORE AND EXTRA RECEIPT MONIES ACCOUNT :						
	For Receipts on account of the Sales of unserviceable Navy Stores and for Supplies of serviceable Navy Stores to other Departments of Government, paid over quarterly to the Exchequer - - }	-	-	-	45,611	12	6
	For Debit Balance, arising from the Arrears of Salary of the Packet Agent at Malta having been charged to the extra receipt head of "Passages in Her Majesty's Steam Vessels" - - - }	27	4	8	—		
	NET AVAILABLE BALANCE on the 31st October 1854 - -	-	-	-	6,429,012	3	7
832		£.	6,843,972	- 10	6,843,972	- 10	
	NET AVAILABLE BALANCE brought down - - - - -				6,429,012	3	7
	As the foregoing Balances include the sums belonging to the Account of 1854-55, the following Statement of the Amount due on the Grants for that Year is given in order to show the Excess of Expenditure on the Grants for 1853-54, as stated in the preceding Account on the 31st October 1854, when the Account for that Year was closed ; viz. :						
		£.	s.	d.	£.	s.	d.
	GRANTS for Naval Services for the Year 1854-55, } per Act 17 & 18 Vict. c. 121, s. 11 - - - }	12,061,679	-	-			
	SEPARATE ESTIMATE for the Post Office Depart- } ment (Packet Service) - - - - - }	812,826	-	-	12,874,505	-	-
200	Deduct,—Net Expenditure for the Year 1854-55, passed to Account up to the 31st October 1854, the date when the preceding Balances were struck - - - - -				6,368,393	6	2
	NET AMOUNT due on the Grants for 1854-55 - - - - -				6,506,111	13	10
	EXCESS OF EXPENDITURE on the Grants for the Year 1853-54, as shown on the } preceding Account, Temporarily paid out of the Grants for the Year 1854-55 - - }				£.	77,099	10 3
	The same result may be obtained from the Balance Account ended 31st March 1854 ; viz. :						
	NET AVAILABLE BALANCE for 1853-54, on the Books on the 31st March 1854 - -				692,711	16	9
	NET EXPENDITURE for 1853-54, passed to Account subsequently to the 31st March 1854, } when the preceding Balance was struck - - - - - }				769,811	7	-
1,032	EXCESS as Above - - -	£.			77,099	10	3

(signed) *R. M. Bromley,*
Accountant-general of the Navy.(Examined)
Charles Vine.

ADDITIONS BY THE COMMISSIONERS OF AUDIT.

STATEMENT of the Amount paid for NEW WORKS, IMPROVEMENTS, and REPAIRS, in the Year ended 31 March 1854, showing the Amount expended for each Work, as compared with the Grant for the same for the Year, and with the Total Estimate for the Work.—(In continuation of a similar Statement appended to the Detailed Naval Account for 1852–53, Parliamentary Paper 419, Session 1854.)

[The Amounts inserted in the Column headed “Total Estimate for the Work,” are taken from a similar Column in the Estimates laid before Parliament, although it would appear that in many cases the sums so inserted are rather the Amounts required for the Year, than the Total Estimated Cost of the Works.]

NAVAL YARDS AT HOME:															
Deptford:															
Paving part of the Yard near the Saw Pits	500	-	499	19	-	(a)	-	500	-	499	19	-	1853-54.		
Ordinary and particular Repairs and Painting	1,450	-	1,395	13	3	(a)	-	1,450	-	1,395	13	3	1853-54.		
Alterations and Reconstructions	-	-	4	16	11	-	-	-	-	-	-	-	{ In diminution of 1,232 l. 1 s. 5 d. (See Statement of 1852-53.)		
	£.	-	1,890	15	4	(Excess of Credits)									
Woolwich:															
New Cable Store and Rigging House	3,926	-	3,929	11	5	(c)	3	11	5	16,500	-	-	From preceding Statement.		
Capstans and Snatch Blocks for Outer and Inner Basins	574	-	706	6	1	(c)	132	6	1	574	-	132	6	1	1853-54.
Removing Mud from Outer Basin	1,900	-	2,100	-	-	(c)	1,100	-	-	1,000	-	1,100	-	-	1853-54.
Ordinary and particular Repairs and Painting	3,750	-	3,400	3	2	(a)	-	-	-	3,750	-	-	-	-	1853-54.
New Machinery	-	-	135	-	-	(d)	135	-	-	-	-	-	-	-	{ £. 289. 13 s. 7 d. recovered from the contractor; 88 l. 1 s. value of a dredging machine supplied to Portsmouth.
Steam Engine Factory	-	-	377	14	7	(Excess of Credits)	-	-	-	-	-	-	-	-	
	£.	-	9,893	6	1										
Chatham:															
Constructing an additional Building Slip and Mast Tunnel	10,000	-	17,097	5	-	(c)	6,544	5	-	40,000	-	-	7	7	From preceding Statement.
Foundation for a Three ton Crane, and Five ton Hydraulic Crane	553	-	-	-	-	-	-	-	-	553	-	-	-	-	

448.

Iron Roof over the above Slip, with Travellers	9,000	-	-	8,585	5	-	(a)	-	-	15,000	-	-	12,085	5	-	From preceding Statement.
Clearing the Harbour of Mud	1,000	-	-	962	2	9	(a)	-	-	1,000	-	-	962	2	9	1853-54.
Providing a supply of Fresh Water for the Lead Mills	539	-	-	877	-	3	(c)	338	-	539	-	-	877	-	3	1853-54.
Paving between Nos. 3, 4, 5, and 6 Slips	438	-	-	365	-	1	(a)	-	-	1,033	-	-	630	11	2	From preceding Statement.
Foundation to Sheers for Scrap Iron-yard, and Tunnel for Shafting	243	-	-	145	11	3	(a)	-	-	243	-	-	145	11	3	1853-54.
Alterations and Reconstructions	1,704	-	-	1,290	-	7	(a)	-	-	1,704	-	-	1,290	-	7	1853-54.
Ordinary and particular Repairs and Painting	4,250	-	-	3,372	18	-	(a)	-	-	4,250	-	-	3,372	18	-	1853-54.
New Machinery	1,241	-	-	1,207	14	-	(a)	-	-	1,241	-	-	1,207	14	-	1853-54.
Storehouse for Remanufactured Iron	-	-	-	8	-	-	(d)	8	-	779	-	-	702	8	4	£. 779 was included for this Service in the Estimates for 1852-53, of which 694 l. 8 s. 4 d. only was expended. See preceding Statement.
£.	28,908	-	-	33,910	16	11										
Sheerness :																
For a Corrugated Iron Plank Shed																
New Iron Painter's Shop																
Caisson to No. 3 Dock																
Alterations and Reconstructions																
Ordinary and particular Repairs and Painting																
£.																
South Inlet Dock																
Steam Hammer Shop, including Chimneys, Iron Smoke Trunks, and additional Works not included in the Smithery Contract																
Forges and Furnaces for Smithery and Steam Hammer Shop																
Air Drain for Forges, &c., and Foundations for Cranes																
Boiler-house for Steam Hammers and Coal Store																
Foundations for Machinery																
Artesian Boring to the New Well																
Timber Traveller on Timber Ground																
Millwright's Shop in upper floor of Factory Storehouse																
Lighting Millwright's Shop with Gas																

(continued)

STATEMENT of the Amount paid for New Works, Improvements, and Repairs, in the Year ended 31 March 1854, &c.—*continued*.

	GRANTS for 1853-54.		PAYMENTS in 1853-54.		Expenditure not provided for, or in Excess of the Amount Granted for 1853-54.		Total Estimate for the Work.		Total Payments for the same to 31 March 1854.		Excess of Expenditure beyond the Total Estimate for the Work.	
	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.
NAVAL YARDS AT HOME—<i>continued</i>.												
Portsmouth—<i>continued</i>.												
Rails across the Iron Caisson at No. 7 Dock and at entrance to Basin	161	-	140	-	(a)	-	161	-	140	-	-	-
Apron at overflow drain from 80 H.P. Engine House	50	-	-	-	(b)	-	50	-	-	-	-	-
Connecting the Tanks over Factory Storehouse with present Fresh Water Main	113	-	-	-	(b)	-	113	-	-	-	-	-
Foundations for Machinery in Factory and Saw Mills	225	-	47	8	(a)	-	225	-	47	8	-	-
Securing a further portion of Watering Island Wharf Wall	1,000	-	734	14	(a)	-	1,000	-	734	14	-	-
Alterations and Reconstructions	3,425	-	2,966	9	(a)	-	3,425	-	2,966	9	-	-
Ordinary and particular Repairs and Painting	5,694	-	5,652	3	(a)	-	5,694	-	5,652	3	-	-
New Machinery	860	-	799	5	(a)	-	860	-	799	5	-	-
£.	35,796	-	34,422	16		9						
Devonport:												
Capstans, Bollards, Snatch Blocks, Stanchions, and Chain Fence round New Basin	10,228	-	8,060	3	(a)	-	10,228	-	8,060	3	-	-
Connecting the Old and New Sea Walls on the South-west side of the Entrance to the New Basin	-	-	-	-	-	-	-	-	-	-	-	-
Removing Cofferdam, and dredging Mud from the Entrance to Basin	-	-	-	-	-	-	-	-	-	-	-	-
Cutting back the Angles of Stone Piers at Entrance to ditto	-	-	-	-	-	-	-	-	-	-	-	-
Temporary Dam	-	-	-	-	-	-	-	-	-	-	-	-
Alterations and Reconstructions	170	-	178	19	(c)	3	170	-	178	19	3	8
Ordinary and particular Repairs and Painting	4,319	-	3,501	18	(a)	5	4,319	-	3,501	18	5	-
New Machinery	200	-	200	-	-	-	200	-	200	-	-	-
£.	14,917	-	11,941	1		6						

[illegible]

STATEMENT of the Amount paid for New Works, Improvements, and Repairs, in the Year ended 31 March 1854, &c.—continued.

	GRANTS for 1853-54.	PAYMENTS in 1853-54.	Expenditure not Provided for, or in Excess of the Amount Granted for 1853-54.	Total Estimate for the Work.	Total Payments for the same to 31 March 1854.	Excess of Expenditure beyond the Total Estimate for the Work.	
VICTUALLING ESTABLISHMENTS AT HOME:							
Deptford:							
Fitting up part of Old Slop-store for a Mustard Mill	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	1853-54.
Alterations and Reconstructions - - -	510 - -	511 7 -	(c) 1 7 -	510 - -	511 7 -	1 7 -	1853-54.
Ordinary and particular Repairs and Painting -	1,710 - -	1,880 14 -	(c) 170 14 -	1,710 - -	1,880 14 -	170 14 -	1853-54.
New Machinery - - - - -	1,621 - -	1,488 17 10	(a) - - -	1,621 - -	1,488 17 10	- - -	1853-54.
	1,862 - -	2,197 - -	(c) 335 - -	1,862 - -	2,197 - -	335 - -	1853-54.
Royal Clarence Yard:							
Ordinary and particular Repairs and Painting -	774 - -	465 15 6	(a) - - -	774 - -	465 15 6	- - -	1853-54.
New Machinery - - - - -	300 - -	- - -	(b) - - -	300 - -	- - -	- - -	1853-54.
Royal William Yard:							
Alterations and Reconstructions - - -	301 - -	204 13 -	(a) - - -	301 - -	204 13 -	- - -	1853-54.
Ordinary and particular Repairs and Painting -	612 - -	610 5 1	(a) - - -	612 - -	610 5 1	- - -	1853-54.
£.	7,690 - -	7,358 12 5					
MEDICAL ESTABLISHMENTS AT HOME:							
Woolwich Infirmary:							
Ordinary and particular Repairs and Painting -	113 - -	82 4 -	(a) - - -	113 - -	82 4 -	- - -	1853-54.
Chatham Infirmary:							
Ordinary and particular Repairs and Painting -	465 - -	450 6 6	(a) - - -	465 - -	450 6 6	- - -	1853-54.
£.	578 - -	532 10 6					
Haslar Hospital:							
Ordinary and particular Repairs and Painting -	1,490 - -	1,297 8 8	(a) - - -	1,490 - -	1,297 8 8	- - -	1853-54.
Repairs to the Breakwater - - - -	1,000 - -	295 1 8	(a) - - -	1,000 - -	295 1 8	- - -	1853-54.

	183	180	(a)	183	180	5	5	183-54.
	758	753	(a)	758	753	3	3	1853-54.
Plymouth Hospital :								
Alterations and Reconstructions	-	-	(a)	-	-	-	-	-
Ordinary and particular Repairs and Painting	-	-	(a)	-	-	-	-	-
Deal Hospital :								
Ordinary and particular Repairs and Painting	35	32	(a)	35	32	6	6	1853-54.
£.	3,466	2,558	4 10					
MARINE BARRACKS :								
Deptford :								
Ordinary and particular Repairs and Painting	90	92	(c)	90	92	1	2	1853-54.
Woolwich :								
Tank for Collection of Surface Water	94	94	(a)	94	94	-	-	1853-54.
Ordinary and particular Repairs and Painting	244	227	(a)	244	227	11	11	1853-54.
Chatham :								
Alterations and Reconstructions	461	474	(c)	461	474	10	10	1853-54.
Ordinary and particular Repairs and Painting	1,128	1,097	(a)	1,128	1,097	1	3	1853-54.
Portsmouth :								
Additions to Forton Barracks, including Practice Battery, and purchase of Land and Houses	1,497	2,601	(c)	53,000	53,835	14	7	From preceding Statement.
Sundry Supplementary Items not provided for in the above, as Clock Turret and Clock, enlarging Well, Fixtures, Furniture, &c.	-	-	-	-	-	-	-	-
Alterations and Reconstructions at Forton Barracks	394	307	(a)	394	307	6	6	1853-54.
Ordinary and particular Repairs and Painting at ditto	750	587	(a)	750	587	9	9	1853-54.
New Practice Battery at the Marine Artillery Barracks								
Ordinary and particular Repairs and Painting at ditto	429	529	(c)	429	529	17	4	1853-54.
	873	633	-	873	633	14	8	1853-54.
Plymouth :								
Alterations and Reconstructions	236	220	(a)	236	220	4	4	1853-54.
Ordinary and particular Repairs and Painting	928	878	(a)	928	878	17	6	1853-54.
£.	7,124	7,743	5 10					

STATEMENT of the Amount paid for New Works, Improvements, and Repairs, in the Year ended 31 March 1854, &c.—*continued*.

	GRANTS for 1853-54.	Payments in 1853-54.	Expenditure not Provided for, or in Excess of the Amount Granted for 1853-54.	Total Estimate for the Work.	Total Payments for the same to 31 March 1854.	Excess of Expenditure beyond the Total Estimate for the Work.	
ADMIRALTY, WHITEHALL, AND SOMERSET HOUSE:	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
General Repairs and Alterations to the Public Offices, Packing Cases for Models and Station- ery, &c. &c. - - - - -	4,000 - -	4,001 6 -	(c) 1 6 -	4,000 - -	4,001 6 -	1 6 -	1853-54.
NAVAL ESTABLISHMENTS ABROAD:							
Gibraltar:							
Extension of the Mole for improving the Harbour -	3,500 - -	4,829 3 11	(c) 1,329 3 11	25,000 - -	9,992 16 2	- -	From preceding Statement.
Paving the Yard - - - - -	225 - -	224 18 8	(a) - -	225 - -	224 18 8	- -	1853-54.
Ordinary and particular Repairs and Painting -	66 - -	94 5 -	(c) 28 5 -	66 - -	94 5 -	28 5 -	1853-54.
Completing Storehouses - - - - -	- - -	35 8 3	(d) 35 8 3	378 - -	444 19 11	66 19 11	From preceding Statement.
Malta:							
Payments to be made for Property purchased -	650 - -	381 12 7	(a) - -	650 - -	942 2 8	292 2 8	From preceding Statement.
Ordinary and particular Repairs and Painting -	1,425 - -	1,477 17 1	(c) 52 17 1	1,425 - -	1,477 17 1	52 17 1	1853-54.
Approach to Bridge between Vittoriosa and Burmola	- - -	8 8 7	(d) 8 8 7	- - -	- - -	- - -	{ - 50 l. was granted for this Service in 1850-51, and 28 l. 8 s. 9 d. only ex- pended. See Statement for 1850-51.
Fuara Aqueduct - - - - -	- - -	{ 500 - - } Excess of Credits	- - -	- - -	- - -	- - -	Return of Deposit.
Bermuda:							
Buildings for Naval Yard - - £. 66,000 - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Ditto - - Victualling Yard - 30,000 - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
	10,000 - -	9,826 4 5	(a) - -	96,000 - -	49,864 17 -	- - -	From preceding Statement.
	£. 96,000 - -						
Payment to be made to the Ordnance Department for Sundry Works - - - - -	2,225 - -	2,224 12 10	(a) - -	2,225 - -	2,224 12 10	- - -	1853-54.
Ordinary and particular Repairs and Painting -	871 - -	1,034 15 8	(c) 163 15 8	871 - -	1,034 15 8	163 15 8	1853-54.

Halifax:	400	523 16 10	(c) 123 16 10	400	523 16 10	123 16 10	1853-54.
Ordinary and particular Repairs and Painting	-	-	-	-	-	-	-
Jamaica:							
New Coal Storehouse (of Iron)	579	625 17 9	(c) 46 17 9	1,500	1,641 18 9	141 18 9	From preceding Statement.
Repairs to Wharfs	500	521 10 10	(c) 21 10 10	500	521 10 10	21 10 10	1853-54.
Ordinary and particular Repairs and Painting	500	745 19 10	(c) 245 19 10	500	745 19 10	245 19 10	1853-54.
Antigua:							
Ordinary and particular Repairs and Painting	1,000	1,325 1 10	(c) 325 1 10	1,000	1,325 1 10	325 1 10	1853-54.
Kingston (Canada):							
Ordinary and particular Repairs and Painting	75	-	(b) -	75	-	-	1853-54.
Ascension:							
Ordinary and particular Repairs and Painting	300	170 18 -	(a) -	300	170 18 -	-	1853-54.
New Storehouse	-	61 18 5	(d) 61 18 5	-	-	-	-
Marine Officers' Quarters	-	56 6 11	(d) 56 6 11	-	-	-	-
Altering Bakehouse into Schoolmaster's Quarters	-	72 19 10	(d) 72 19 10	-	-	-	-
Enlarging Spar Trench	-	34 12 6	(d) 34 12 6	-	-	-	-
Building Racket Court	-	40 - -	(d) 40 - -	-	-	-	-
Building Pig Sties	-	6 1 11	(d) 6 1 11	-	-	-	-
Enlarging Pier Head	-	57 9 10	(d) 57 9 10	-	-	-	-
Wine Store for Officers' Mess	-	14 6 8	(d) 14 6 8	-	-	-	-
Bullock Shed	-	20 1 4	(d) 20 1 4	-	-	-	-
Verandah at Officers' Mess Kitchen	-	11 1 10	(d) 11 1 10	-	-	-	-
Kitchen for Dispensary Man's Quarters	-	14 6 1	(d) 14 6 1	-	-	-	-
Kitchen for Married Men's Quarters	-	9 19 8	(d) 9 19 8	-	-	-	-
Cape of Good Hope:							
Ordinary and particular Repairs and Painting	700	979 9 8	(c) 279 9 8	700	979 9 8	279 9 8	1853-54.
Carried forward	£. 23,016 - -	24,929 6 9					

D

STATEMENT of the Amount paid for New Works, Improvements, and Repairs, in the Year ended 31 March 1854, &c.—*continued.*

	GRANTS for 1853-54.	PAYMENTS in 1853-54.	Expenditure not Provided for or in Excess of the Amount Granted for 1853-54.	Total Estimate for the Work.	Total Payments for the same to 31 March 1854.	Excess of Expenditure beyond the Total Estimate for the Work.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Brought forward - - -	23,016 - -	24,929 6 9					
NAVAL ESTABLISHMENTS ABROAD— <i>continued.</i>							
Trincomalee :							
Completing Upper Floor of Storehouse - - -	115 - -	130 6 10	(c) 15 6 10	115 - -	130 6 10	15 6 10	1853-54.
Repairs to Wharves - - - - -	300 - -	264 13 8	(a) - - -	300 - -	264 13 8	- - -	1853-54.
Ordinary and particular Repairs and Painting - - -	585 - -	276 8 2	(a) - - -	585 - -	276 8 2	- - -	1853-54.
Hong Kong :							
For providing Storehouses and Workshops - - -	500 - -	252 7 10	(a) - - -	500 - -	252 7 10	- - -	1853-54.
£.	24,516 - -	25,853 3 3					
VICTUALLING ESTABLISHMENTS ABROAD :							
Gibraltar :							
Ordinary and particular Repairs and Painting - - -	56 - -	55 13 5	(a) - - -	56 - -	55 13 5	- - -	1853-54.
Malta :							
Ordinary and particular Repairs and Painting - - -	423 - -	427 19 10	(c) 4 19 10	423 - -	427 19 10	4 19 10	1853-54.
New Naval Bakery Wharf - - - - -	- - -	24 - -	(d) 24 - -	- - -	- - -	- - -	
Halifax :							
Ordinary and particular Repairs and Painting - - -	450 - -	429 3 1	(a) - - -	450 - -	429 3 1	- - -	1853-54.
Cape of Good Hope :							
Ordinary and particular Repairs and Painting - - -	150 - -	81 - -	(a) - - -	150 - -	81 - -	- - -	1853-54.
£.	1,079 - -	1,017 16 8					

MEDICAL ESTABLISHMENTS ABROAD:

Malta:

Ordinary and particular Repairs and Painting

448.

- 11 5 1853-54.

411 - -

411 11 5 (c) - 11 5

-

-

Bermuda:

Ordinary and particular Repairs and Painting

- 1853-54.

175 - -

168 5 4 (a) - -

-

-

Jamaica:

Reconstructing Assistant-Surgeon's Quarters -

1853-54.

616 - -

632 3 5 (c) 16 3 5

-

-

Ordinary and particular Repairs and Painting

1853-54.

264 - -

254 9 7 (a) - -

-

-

Cape of Good Hope:

Ordinary and particular Repairs and Painting

1853-54.

150 - -

99 13 10 (a) - -

-

-

£.

1,616 - -

1,566 3 7

-

-

-

-

Contingencies:

Contingencies for Works and Repairs, as per Statement of Particulars annexed - - -

5,000 - -

5,772 9 2 (c) 772 9 2

-

-

Contingencies for New Machinery - - -

500 - -

294 10 - (a) - -

-

-

£. s. d.

27,761 5 9

-

-

-

-

£. s. d.

797 - -

-

-

-

-

28,558 5 9

14,126 15 6

-

-

-

-

14,730 17 4

610 1 10

-

-

-

-

Less Expended than Voted on the Total of the Grant for New Works, Improvements, and Repairs (Vote No. 11, Page 3)

13,821 8 5

-

-

-

-

-

PARTICULARS of the AMOUNT posted to the £.5,000 included in the Navy Estimates for 1853-54 (Vote No. 11) under the Head "CONTINGENCIES," as intended to provide for Work which could not be foreseen, but the necessity for which might arise during the financial year.

		£.	s.	d.			£.	s.	d.
NAVAL YARDS AT HOME :					Brought forward - - -				
Deptford :					2,330 16 2				
Repairs in Rope Store - - -					Keyham :				
Repairs in Police Reserve-rooms - -					Shed for Field Guns, &c. - - -				
Paving the floor of Loan Tool Store -					17 5 -				
Repairs at Slip No. 4 - - -					Haulbowline :				
Repairs at Master Shipwright's House -					Clearing away Mud - - -				
Repairs at Master Shipwright's Stable -					Clearing entrance to South Dock - -				
Woolwich :					35 17 4				
Compensation for loss of Rent - -					85 14 10				
Repairs to Gallipot's Oil Tank - -					VICTUALLING YARDS AT HOME :				
Repairs at Master Shipwright's House -					Deptford :				
230 11 7					Repairing Rooms near Inspector of Police				
Repairs at Second Master Shipwright's					Residence - - -				
House - - -					10 8 -				
Repairs at Service Afloat Office - -					Repairs to Seasoning House - - -				
23 3 -					27 - 10				
Repairs to Washing Apparatus in Guard-					Repairs to Slaughter House - - -				
room - - -					70 2 1				
Alteration of Drains - - -					Repairs at Cutting House - - -				
8 7 7					155 4 5				
Gas fittings at Smithery and Steam-ham-					Crane for Bay Store - - -				
mer Shop - - -					8 19 6				
Foundations for New Shears - - -					New Floor to Kitchen of Master Atten-				
427 - 1					dant's House - - -				
Chatham :					19 17 -				
Taking down Grindstone House - -					Converting Seasoning House into Ex-				
Shoring Slip Roof - - -					aminating Store - - -				
Alterations at Saw Mills for Saw Machinery					203 - -				
Alterations at Saw Mills for Oar Machine					Completing Slop Store - - -				
Constructing Slip at West end of Mast					174 18 6				
House - - -					Fixing two 60 gallon boilers for Lemon-				
Alteration of Millwright's Shop for Planing					juice - - -				
Machine - - -					30 17 4				
Store for Coals at supplying Kiln - -					Spirit Store - - -				
Alterations in No. 2 Slip - - -					8 14 6				
Sheerness :					Mustard Mill - - -				
Repairs to Engine Keeper's House - -					16 11 7				
Repairs to Assistant Master Shipwright's					Store Receiver's Store - - -				
House - - -					70 2 3				
Clearing away Mud - - -					Royal Clarence :				
180 8 8					Altering Line of Railway from Gosport to				
Portsmouth :					Royal Clarence - - -				
Masting Shears - - -					70 13 6				
Works at New Police Station - - -					Extending Drainage from Slaughter House				
Staircase, &c., at New Police Station -					to Low Water-mark - - -				
Fixing New Derrick, &c., Trinity Wharf,					73 15 -				
Cowes - - -					Foundations, &c., for a New Drying Kiln				
Paddle-box Fenders - - -					212 6 8				
Devonport :					Royal William :				
Shed and Bench for Circular Saws - -					Materials and Work at Cattle Yard - -				
Survey and Plans for Tunnel between					72 4 5				
Keyham and Devonport - - -					Alterations to Reservoir at Brixham -				
115 16 -					2 10 -				
Travelling Expenses - - -					Travelling Expenses of Clerk of Works -				
1 8 2					8 13 -				
Works at Drill Shop - - -					MEDICAL ESTABLISHMENTS AT HOME :				
29 9 9					Haslar :				
Carried forward - - - £.					New Barrel Drain from Reservoir to Lake				
2,330 16 2					Painting, &c., Captain Superintendent's				
					25 18 -				
					Residence - - -				
					198 10 -				
					Repairs to Officers' Houses - - -				
					131 8 -				
					New Building as a shelter in the Burial-				
					ground - - -				
					18 13 4				
					Plymouth :				
					Repairs to Captain Superintendent's Clerk's				
					House - - -				
					14 16 -				
					Carried forward - - - £.				
					4,094 17 3				

	£.	s.	d.		£.	s.	d.
Brought forward - - -	4,094	17	3	Brought forward - - -	4,368	-	3
MARINE BARRACKS:				ESTABLISHMENTS ABROAD:			
Woolwich:				Jamaica:			
Substituting Wood for Asphalte for floor of Barrack-room - - -	23	14	-	Freight of Stores - - - - -	123	9	10
Chatham:				Malta:			
Stop Cocks for Gas-pipes - - -	4	8	-	Gratuity to a Workman's Widow - -	10	-	-
Plymouth:				Law Expenses - - - - -	5	1	10
Ventilating Barrack-room - - -	10	-	10	Bermuda:			
Fitting up Rooms as Barracks - - -	78	17	7	Monument to Officers and Men of the French Frigate "L'Armide" - -	18	15	6
Repairing damage done by Fire - -	36	17	7	Dockyard Chapel, fitting outside Sun-blinds - - - - -	31	17	3
Portsmouth:				Opening Hospital Lagoon, and erecting a Stone Bridge over the same - -	97	7	9
Window Guards at Pay Office - -	4	14	-	Improving Drainage of Ireland Island -	288	5	11
Repairs to Gun Drill Battery - - -	33	5	-	Freight of Stores - - - - -	297	-	10
Damage done by Fire - - - - -	8	2	-	Director of Works' Office:			
Erecting New Porch to Second Commandant's House - - - - -	31	7	-	Salary of an Examiner of Bills - -	287	10	-
Guard Bars for Strong-room - - -	7	-	-	Salary of a Draughtsman - - - -	245	-	-
To remedy Smoky Chimnies, Commandant's Quarters - - - - -	19	6	-				
Gas-fittings at Boys' School - - -	7	16	-				
Lighting Buildings in rear of Barracks -	12	15	-				
Carried forward - - - £.	4,368	-	3	£.	5,772	9	2

PARTICULARS of the Item "PROVISIONS RECEIVED UNDER CONTRACT," (Vote No. 2), amounting to £. 561,287. 6 10.

	£.	s.	d.		£.	s.	d.
Beef, Fresh - - - - -	103,318	12	2	Brought forward - - -	421,204	2	-
Ditto, Salt - - - - -	85,950	10	9	Vegetables - - - - -	4,318	8	2
Butter - - - - -	34	2	-	Vinegar - - - - -	2,975	12	-
Cocoa - - - - -	22,148	12	8	Wheat - - - - -	122,686	-	-
Hops and Malt - - - - -	11	16	-	Wine - - - - -	177	4	-
Oats and Oatmeal - - - - -	10,909	18	-	Miscellaneous: £. s. d.			
Pease - - - - -	9,773	8	7	Preserved Meats - - -	4,064	2	3
Pork, Salt - - - - -	126,367	4	9	Groceries - - - - -	4,045	14	4
Raisins - - - - -	2,968	10	-	Arrack - - - - -	194	13	1
Rice - - - - -	2,129	8	8	Brandy - - - - -	304	19	-
Rum - - - - -	42,856	-	-	Barley - - - - -	5	7	-
Salt - - - - -	318	14	-	Lemon Juice - - - - -	1,311	5	-
Suet - - - - -	3,966	9	5				
Sugar - - - - -	10,455	15	-				
Carried forward - - - £.	421,204	2	-				
				£.	561,287	6	10

PARTICULARS of the Item "NAVAL STORES RECEIVED UNDER CONTRACT," (Vote No. 10), amounting to
£. 873,328. 8. 8.

	£.	s.	d.		£.	s.	d.
Anchors and Mooring Blocks - - -	2,439	12	7	Brought forward - - -	443,673	3	9
Ash Goods - - - - -	931	18	-	Masts, Yards and Spars, &c.:			
Boats - - - - -	5,558	9	-	£.	s.	d.	
Brooms and Brushes - - - - -	3,382	6	-	Baltic and Norway - - -	3,075	4	10
Buoys - - - - -	134	9	5	Canada - - - - -	5,909	9	4
Cables, Iron - - - - -	20,169	15	11				8,984 14 2
Candles - - - - -	2,410	8	-	Oil, Train, Seal, &c. - - -	-	-	10,044 18 6
Canvas - - - - -	22,440	19	-	Paint, &c.:	£.	s.	d.
Capstans and Capstan Gear - - -	75	3	-	Linseed Oil - - - - -	5,257	16	-
Carvers' Work - - - - -	472	8	-	Red and White Lead - - -	9,713	3	-
Coals and Coke - - - - -	156,371	2	1	Mineral Black, &c. - - -	5,611	-	-
Colours, Bunting, and Worsted - -	5,095	1	-				20,581 19 -
Copper - - - - -	67,103	6	-	Pitch, Tar, Rosin, Turpentine, &c. - -	-	-	4,068 9 3
Copper and Brass Articles - - -	19,513	17	3	Pump and Engine Gear - - -	-	-	5,160 15 1
Fire-hearths and Airing Stoves - -	2,573	11	-	Steam Engines, &c. for Vessels - - -	-	-	139,627 8 3
Furniture, &c. for Yachts, Barges, &c. -	8,166	7	9	Stone, Bricks, Lime, Cement, Sand, &c. -	-	-	2,760 5 -
Glass and Glaziers' Wares - - -	1,195	15	-	Stores, Miscellaneous - - - - -	-	-	18,481 17 3
Hammocks and Seamen's Bags - - -	7,693	3	3	Tallow - - - - -	-	-	9,177 1 -
	£.	s.	d.	Timber:	£.	s.	d.
Hemp, Italian - - - - -	10,476	-	6	African - - - - -	54,496	13	8
„ Petersburg - - - - -	15,710	11	-	American Fir - - - - -	388	17	-
„ Riga - - - - -	13,751	4	-	Baltic Fir - - - - -	2,792	4	-
„ Miscellaneous - - - - -	66	3	-	Baltic Deals - - - - -	8,654	16	5
				Baltic Oak Plank - - - - -	17,362	7	9
				Canada Fir - - - - -	3,847	19	10
				Canada Deals - - - - -	292	8	6
	40,003	18	6	Canada Rock Elm, White			
Hides and Leather, liquored - - -	5,051	17	-	Oak and Ash - - - - -	3,793	9	8
Iron, British - - - - -	33,756	1	1	Italian and Tuscan - - - - -	25,235	4	-
Iron, Cast, Articles, and Pig Iron - -	4,104	7	-	Foreign, Miscellaneous - - - - -	24,744	5	-
Ironmongers' Goods - - - - -	22,131	1	5	English Ash and Beech - - - - -	420	6	-
Iron Nails - - - - -	4,403	7	6	English Elm - - - - -	7,984	16	-
Iron, Re-manufactured from Old Iron -	8,494	19	-	English Oak - - - - -	60,754	9	7
							210,767 17 5
Carried forward - - - £.	443,673	3	9		£.	873,328	8 8

COPY OF A
DETAILED ACCOUNT OF THE RECEIPT AND EXPENDITURE
FOR
ARMY AND MILITIA SERVICES,
FOR THE
Year ended the 31st March 1854.

(Pursuant to Act 9 & 10 Vict. c. 92, s. 2.)

ARMY SERVICES.

ended the 31st March 1854, showing a Comparison of the Expenditure with the Grants under each of the General Votes are divided in the War Office Ledger, together with a BALANCE SHEET, showing the Ledger Balances on the the 13th January 1846.)

VOTES.		EXPENDITURE, 1853-54.			GRANTS.			EXPENDITURE						Reference Page in Detailed Statements.
								Less than Grants.			More than Grants.			
		£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	
	EFFECTIVE SERVICES:													
2	By Land Forces - - -	3,564,606	3	7	3,625,783	-	-	61,176	16	5	-	-	-	41
3	„ Staff Officers - - -	159,790	13	3	162,897	-	-	3,106	6	9	-	-	-	42
4	„ Public Departments -	113,622	5	6	98,464	-	-	-	-	-	15,158	5	6	42
5	„ Royal Military College -	17,424	14	1	16,888	-	-	-	-	-	536	14	1	—
6	„ Royal Military Asylum and Hibernian Military School, &c. - - -	19,020	19	3	18,020	-	-	-	-	-	1,000	19	3	42
7	„ Volunteer Corps - - -	85,143	15	9	88,000	-	-	2,856	4	3	-	-	-	43
	NON-EFFECTIVE SERVICES:													
8	By Rewards for distinguished Services - - -	19,173	1	-	20,250	-	-	1,076	19	-	-	-	-	—
9	„ Pay of General Officers -	53,814	19	10	55,000	-	-	1,185	-	2	-	-	-	—
10	„ Pay of Retired Officers -	49,965	6	8	50,000	-	-	34	13	4	-	-	-	—
11	„ Half-pay and Military Al- lowances - - -	355,871	4	7	358,000	-	-	2,128	15	5	-	-	-	—
12	„ Half-Pay and Pensions for Officers of disbanded Foreign Corps, and Al- lowances to Widows and Children of deceased Foreign Officers - -	33,940	8	-	34,628	-	-	687	12	-	-	-	-	43
13	„ Widows' Pensions - - -	115,834	12	9	117,637	-	-	1,802	7	3	-	-	-	—
14	„ Compassionate List, in- cluding Royal Bounty and Pensions and Gra- tuities for Wounds -	76,443	11	1	79,500	-	-	3,056	8	11	-	-	-	43
15	„ In-Pensioners of Chelsea and Kilmainham Hos- pitals - - -	28,516	13	10	28,149	-	-	-	-	-	367	13	10	43
16	„ Out-Pensions - - -	1,210,907	3	7	1,235,800	-	-	24,892	16	5	-	-	-	43
17	„ Superannuation Allowances	35,012	1	9	36,000	-	-	987	18	3	-	-	-	—
	MILITIA:													
Militia.	By Disembodied Militia -	346,375	11	2	478,740	-	-	132,364	8	10	-	-	-	43
	£.	6,285,463	5	8	6,503,756	-	-	235,356	7	-	17,063	12	8	
	„ Amount written off as irre- coverable, being the balance due by Mr. G. W. C. Stuart, late Capt. of the 3rd West India Regiment, and Acting Paymaster of a detachment at Barba- does in 1851; since sold out from the Army -	3	-	10	-	-	-	-	-	-	3	-	10	
	„ Balance unappropriated -	218,289	13	6	-	-	-	-	-	-	-	-	-	
	£.	6,503,756	-	-	6,503,756	-	-	235,356	7	-	17,063	12	8	

(signed) PANMURE.

(Examined)

Charles Vine,

Inspector in charge of Naval and Military Accounts.

By Order of the Board,
C. Macaulay, Secretary.

EXPLANATORY NOTES referred to in the preceding Account.

VOTE 2.

PUBLIC DEPARTMENTS - - - - - £. 15,158. 5. 6.

The Excess arises almost entirely on Postage, the estimated Amount, calculated upon the actual Expenditure of the preceding year having been - - - - - £. 35,194 - -

While the Expenditure for 1853-4, has amounted to - - - - - 50,292 12 6

15,098 12 6

And the remainder of the Excess is caused by a proportion of the Forage

Allowance of the prior year not having been paid till May 1853 - - - 59 13 -

£. 15,158 5 6

VOTE 5.

ROYAL MILITARY COLLEGE - - - - - £. 536. 14. 1.

This Excess is occasioned by the increased price of Provisions, Fuel and Light during the year 1853-4, and by certain unforeseen Contingent Expenses not provided for by the Estimates.

VOTE 6.

ROYAL MILITARY ASYLUM - - - - - £. 1,000. 19. 3.

The Excess is caused by the increased price of Provisions and Fuel during 1853, and by a sum being paid to the Ordnance Department during that year for Clothing supplied to the Royal Military Asylum in the preceding year.

VOTE 15.

IN-PENSIONERS OF CHELSEA AND KILMAINHAM HOSPITALS - - - £. 367. 13. 10.

This Excess arises chiefly from the increased price of Provisions, Fuel and Light in 1853, and the remainder from an addition not contemplated in the Estimates, having been made to Rations issued to the In-Pensioners of Chelsea Hospital, for the purpose of augmenting their comforts.

Note.—The Application of the Surplus under Votes 2, 3, 7, 8, 9, 10, 11, 12, 13, 14, 16, 17, and Militia, in aid of the deficiencies on the Grants for the Services above-mentioned, has been sanctioned with reference to the provisions of the 13th Clause of the Act 16 & 17 Vict. c. 110.

M E M O R A N D U M.

THE following EXTRA RECEIPTS of the Year 1853-54, amounting to £. 56,679. 16. 11., have been paid over to Her Majesty's Exchequer, in conformity with the Treasury Minute of the 2d May 1848, instead of being appropriated on the Estimates.

VOTES.		AMOUNT.
		£. s. d.
2	Land Forces:	
	Contribution from the Revenues of Ceylon, in aid of Military Expenditure - - - - -	—
	Ditto - - - - ditto - - - Malta - - - - ditto - -	—
	Ditto - - - - ditto - - - Victoria - - - - ditto - -	3,776 18 4
	Ditto - - - - ditto - - - Ionian Islands, on account of Payments to officiating Clergymen - - - -	—
	Amount received from Men permitted to purchase their Discharge - - - -	21,490 5 -
	Amount received from Men paying Smart Money - - - -	1,352 18 -
	Proceeds of the Sale of Cast Horses - - - -	5,783 14 11
	Balances forfeited by Deserters from the Line, &c. - - - -	1,224 13 6
	Fines and Penalties levied for Offences under the Mutiny Act - - - -	64 3 3
	Sums recovered upon Old Accounts - - - -	154 - 8
	Sums received from Anonymous Correspondents - - - -	—
	Miscellaneous Receipts - - - -	42 5 1
3	Staff Officers:	
	Contribution from the Revenues of the Ionian Islands, on account of the Expense of the Staff - - - -	—
4	Public Departments:	
	Proceeds of the Sale of the Annual Army List - - - -	93 6
5	Royal Military College:	
	Subscriptions from the Gentlemen Cadets and Officer Students, &c. - - - -	17,917 2 8
6	Royal Military Asylum and Hibernian Military School:	
	Dividends on Stock - - - -	243 18 8
	Proceeds of the Sale of Farm Produce, Rent of Land, &c. - - - -	105 17 7
7	Volunteer Corps:	
	Balance on the Contingent and Clothing Funds of the Castle-martin and Andover Yeomanry Cavalry - - - -	1,748 8 1
15	In-Pensioners of Chelsea and Kilmainham Hospitals; viz.	
	1st. CHELSEA.	
	Dividends on Stock belonging to the Army Prize Fund - - - -	1,018 5 4
	Newcastle Coal Gift - - - -	173 9 -
	Effects of Deceased In-Pensioners - - - -	10 15 -
	2d. KILMAINHAM.	
	Dividends on Stock and Interest on Debentures - - - -	209 11 -
	Proceeds of the Sale of Old Furniture, &c. - - - -	10 2 3
17	Superannuation Allowances:	
	Superannuation Abatements from Salaries of Civil Servants appointed since August 1829 - - - -	1,255 6 9
Militia.	Militia:	
	Balances forfeited by Deserters from Regiments of Militia - - - -	1 6 6
	Dividends on a Bankrupt's Estate - - - -	3 9 4
	TOTAL - - - £.	56,679 16 11

War Office, 27 April 1855.

(Examined)

Charles Vine.

(signed) PANMURE.

DETAILED ACCOUNT of the RECEIPT and EXPENDITURE for ARMY and MILITIA SERVICES for the Year ended 31 March 1854.

HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER.	EXPENDITURE, 1853-54.	ESTIMATE, 1853-54.	EXPENDITURE	
			Less than Estimate.	More than Estimate.
VOTE, No. 2.				
LAND FORCES.				
1.—PAY:				
Pay of Officers - - - { Cavalry	144,243 8 1	146,558 3 9	2,314 15 8	—
- - - { Infantry	622,244 18 1	643,250 1 2	21,005 3 1	—
Pay of Non-commissioned Officers { Cavalry	206,614 - 5	217,619 1 7	11,005 1 2	—
and Rank and File - - - { Infantry	1,627,669 5 7	1,730,267 5 7	102,598 - -	—
£.	2,600,771 12 2	2,737,694 12 1	136,922 19 11	—
Deduction for unissued Pay of Men wanting to complete, for Men in confinement, and forfeited Pay of Men under Sentence of Court Martial - - - - -	- - -	65,700 - -	- - -	65,700 - -
£.	2,600,771 12 2	2,671,994 12 1	136,922 19 11	65,700 - -
Additional Pay of Officers - - { Cavalry	4,486 16 6	4,334 7 6	- - -	152 9 -
- - - { Infantry	17,150 16 4	18,797 10 -	1,646 13 8	—
Additional Pay of Non-commissioned { Cavalry	464 6 4	438 - -	- - -	26 6 4
Officers and Rank and File - { Infantry	4,827 6 8	4,430 2 6	- - -	397 4 2
Good Conduct Pay, including Cost of Badges, and Allowances for equipment of Officers promoted from the Rank of Non-commis- sioned Officers - - - - -	67,173 18 10	68,000 - -	826 1 2	—
Allowance to Troops in the United Kingdom, in lieu of Small Beer - - - - -	78,570 - 7	84,000 - -	5,429 19 5	—
Allowance to Commanding Officers - -	4,805 4 -	4,927 10 -	122 6 -	—
Allowances to Acting Staff Officers, and Non- commissioned Officers of Depôts, Reserve Battalions, and Detachments of Infantry of the Line, including Acting Armourers -	8,230 4 9	8,500 - -	269 15 3	—
Compensation to Officers of the Royal Horse Guards for reduction of Pay of their present Rank, and also to Trumpeters, Drummers, Buglers and Fifers, serving at Home on the 29th May 1850, and to those serving Abroad on the 1st September 1850, for reduction of Pay of their several Ranks - - - -	1,147 5 -	2,300 - -	1,152 15 -	—
Pay of Officers supernumerary to the Establish- ment of the Three Regiments of Foot Guards - - - - -	2,534 17 2	3,054 - -	519 2 10	—
Pay of Military Labourers in the West Indies, Jamaica, Africa, the Mauritius, &c. - -	5,246 19 3	4,200 - -	- - -	1,046 19 3
Subsistence of Men in Confinement in Civil Gaols and Barrack Cells - - - -	6,774 17 5	8,000 - -	1,225 2 7	—
Allowance for paying the Three Regiments of Household Cavalry - - - - -	315 - -	315 - -	—	—
Allowances to Acting Paymasters of the Three West India Regiments, and Allowances to Acting Staff Officers and Non-commissioned Officers of Colonial Corps - - - -	1,463 13 2	1,800 - -	336 6 10	—
Allowance to Quarter Masters of the Foot Guards for making up Accounts - - -	140 - -	140 - -	—	—
Allowance to Paymasters of Regiments Abroad while absent at Home on Sick Leave -	10 5 -	182 10 -	172 5 -	—
£.	2,804,113 3 2	2,885,413 12 1	148,623 7 8	67,322 18 9

DETAILED ACCOUNT of the Army Receipt and Expenditure—*continued.*

HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER.	EXPENDITURE, 1853-54.	ESTIMATE, 1853-54.	EXPENDITURE	
			Less than Estimate.	More than Estimate.
VOTE 2— <i>continued.</i>				
LAND FORCES— <i>continued.</i>	£. s. d.	£. s. d.	£. s. d.	£. s. d.
2.—ANNUAL ALLOWANCES:				
Non-effective Allowances to Field Officers -	4,891 15 9	5,618 - -	726 4 3	—
Contingent Allowances to Captains - -	44,185 15 3	44,140 13 10	- - -	45 1 5
Allowances to Captains of Rifle Corps - -	1,915 11 -	2,358 10 -	442 19 -	—
Allowance to Foot Guards in lieu of Stock Purse Fund for Recruiting and Hospital Expenditure - - - - -	9,257 11 6	9,257 11 6	—	—
Allowances to Officers of the Cape Corps for providing Horses - - - - -	607 3 7	749 3 4	141 19 9	—
Allowances to Riding Masters - - -	3,277 - 11	3,400 13 -	123 12 1	—
Allowances for Farriery - - - -	10,228 16 -	10,724 18 4	496 2 4	—
Allowances to Regiments at Hong Kong -	3,211 7 9	5,749 - -	2,537 12 3	—
£.	77,675 1 9	81,998 10 -	4,468 9 8	45 1 5
3.—AGENCY:				
Agency as borne on Establishment - -	26,703 3 10	27,474 13 9	771 9 11	—
Allowances to Agents for Postage and Sta- tionery - - - - -	1,220 - 6	1,200 - -	- - -	20 - 6
Salary of the General Agent for the Recruiting Service, Clerks, Office Rent, &c. - -	1,375 12 10	1,350 - -	- - -	25 12 10
Allowance to Agents of Foot Guards for keep- ing and correcting the Records of Soldiers' Services, and for recording Proceedings on Courts Martial - - - - -	118 7 6	118 - -	- - -	- 7 6
£.	29,417 4 8	30,142 13 9	771 9 11	46 - 10
4.—CLOTHING:				
Allowances to Colonels for providing Clothing	271,017 10 -	275,697 9 10	4,679 19 10	—
Allowances to Colonels for providing Clothing for Augmentations - - - - -	2,655 12 9	- - -	- - -	2,655 12 9
Allowances to Colonels for providing Clothing for Supernumeraries - - - - -	1,292 2 6	1,500 - -	207 17 6	—
Allowances to certain Cavalry Regiments to cover Deficiencies in the Allowances for providing Clothing, &c. - - - - -	1,959 2 9	1,950 - -	- - -	9 2 9
Cost of Patterns, marking great Coats, &c. -	346 2 5	300 - -	- - -	46 2 5
£.	277,270 10 5	279,447 9 10	4,887 17 4	2,710 17 11
5.—PROVISIONS:				
Allowances in aid of Regimental Messes -	17,073 15 1	18,000 - -	926 4 11	—
Table Allowances for Officers on Guard at St. James's and at Dublin Castle - -	4,806 10 -	5,004 5 8	197 15 8	—
Special and Temporary Personal Allowances to Officers at St. Helena, on account of the high price of Provisions - - - - -	984 15 8	1,000 - -	15 4 4	—
£.	22,865 - 9	24,004 5 8	1,139 4 11	—
6.—FORAGE:				
Allowances to Field and Staff Officers of Infantry at Home in lieu of Forage - -	7,838 10 7	7,500 - -	- - -	338 10 7

DETAILED ACCOUNT of the Army Receipt and Expenditure—*continued.*

HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER.	EXPENDITURE,	ESTIMATE,	EXPENDITURE	
	1853-54.	1853-54.	Less than Estimate.	More than Estimate.
VOTE 2—continued.				
LAND FORCES—continued.				
7.—LODGING:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Lodging Money for Men quartered on the Inhabitants in Scotland, and for Soldiers in Ireland	477 9 3	400 - -	- - -	77 9 3
Lodging of Men permitted as an Indulgence to find their own Lodgings when the Corps is in Quarters	- - -	100 - -	100 - -	—
Lodging Money of Married Soldiers permitted to find their own Lodgings when the Corps is in Barracks	4,277 17 3	8,000 - -	3,722 2 9	—
Allowance to Men in stationary Quarters	754 12 -	600 - -	- - -	154 12 -
Allowances to Officers on Leave at Home after Service on the West Coast of Africa	298 11 2	200 - -	- - -	98 11 2
£.	5,808 9 8	9,300 - -	3,822 2 9	330 12 5
8.—HOSPITAL EXPENSES, MEDICINES, AND TREATMENT OF THE SICK:				
Charge of General and Regimental Hospitals at Home and Abroad	54,266 12 1	57,000 - -	2,733 7 11	—
Cost of Medicines and Surgical Instruments (including Charge for Carriage)	15,335 14 11	12,000 - -	- - -	3,335 14 11
Subscriptions to the Westminster, Small-pox, and St. George's Hospitals	15 15 -	15 15 -	—	—
Payments to Private Medical Practitioners and Medical Bills	2,957 9 3	4,000 - -	1,042 10 9	—
Cost of Horse Medicines (including Bills of Private Veterinary Surgeons)	405 14 5	400 - -	- - -	5 14 5
Deduct: £.	72,981 5 8	73,415 15 -	3,775 18 8	3,341 9 4
Stoppages from Pay of Soldiers and others in Hospital	£. 57,457 7 11			
Contribution from Farriery Allowance for Horse Medicines	1,042 13 11			
£.	58,500 1 10	67,000 - -	- - -	8,409 18 2
£.	14,481 3 10	6,415 15 -	3,775 18 8	11,841 7 6
9.—DIVINE SERVICE:				
Allowances to Officiating Clergymen for performing Divine Service at Home and Abroad	18,529 1 8	18,500 - -	- - -	29 1 8
Cost of Religious Books, including Charges for the Carriage thereof	553 14 9	500 - -	- - -	53 14 9
£.	19,082 16 5	19,000 - -	- - -	82 16 5
10.—MOVEMENT OF TROOPS:				
Hire of Carriages on Marches, including Conveyance of Invalids	11,574 9 1	7,500 - -	- - -	4,074 9 1
Allowances to Officers on a March by Route	2,310 6 -	3,000 - -	689 14 -	—
Marching Money of Men, including Allowance for Hot Meal in England	4,721 14 5	7,000 - -	2,278 5 7	—
Travelling Expenses of Officers in the United Kingdom, including daily Allowance, and certain extra Expenses when Travelling Abroad	2,083 15 8	2,000 - -	- - -	83 15 8
Passages of Officers and Men from one Port to another in the United Kingdom, and Charges for Conveyance by Railway or Canal, and for Ferries	52,838 13 9	25,000 - -	- - -	27,838 13 9
Allowance to Officers detained at Ports of Embarkation, &c.	322 1 -	500 - -	177 19 -	—
Conveyance of Wives and Children not allowed to embark with Soldiers ordered to proceed on Service Abroad	1,359 4 8	200 - -	- - -	1,159 4 8
£.	75,210 4 7	45,200 - -	3,145 18 7	33,156 3 2

DETAILED ACCOUNT of the Army Receipt and Expenditure—*continued.*

HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER.	EXPENDITURE,	ESTIMATE,	EXPENDITURE	
	1853-54.	1853-54.	Less than Estimate.	More than Estimate.
VOTE 2—continued.				
LAND FORCES—continued.				
11.—ADMINISTRATION OF MARTIAL LAW:				
Charges for Salaries of Governors and Officers of the Military Prisons at Home and Abroad, and contingent Expenses of those Prisons -	19,776 14 9	21,891 - -	2,114 5 3	—
Charge for Allowances to Non-commissioned Officers acting as Provost-Serjeants, &c. in Garrison and Barrack Cells at Home and Abroad -	2,712 19 7	3,000 - -	287 - 5	—
Salary of the Inspector-General of Military Prisons, including Allowances for an Office, Clerk, &c. -	437 2 6	600 - -	162 17 6	—
Cost of Law Proceedings -	658 11 5	300 - -	- - -	358 11 5
Allowances to Acting Deputy Judge-Advocates, and Members and Witnesses at Courts Martial, including Travelling Expenses -	1,800 17 -	2,500 - -	699 3 -	—
Subsistence and Expenses on Routes of Deserters and their Escorts, and Rewards for the Apprehension of Deserters -	2,170 18 6	2,500 - -	329 1 6	—
Charge for escorting Prisoners to and from Military Prisons -	772 - 5	200 - -	- - -	572 - 5
Subsistence and Necessaries of Soldiers sentenced to Transportation -	82 11 9	100 - -	17 8 3	—
£.	28,411 15 11	31,091 - -	3,609 15 11	930 11 10
12.—SCHOOLS AND LIBRARIES:				
Salary and Travelling Expenses of the Inspector-General of Schools -	574 7 1	700 - -	125 12 11	—
Expense of Board for the Examination of Candidates for Commissions in the Army -	370 10 10	400 - -	29 9 2	—
Charge for the Pay of Schoolmasters and Assistants appointed by the Secretary-at-War, from the Training School at Chelsea, to Garrisons and Regiments, for the Clothing of Garrison Schoolmasters and Assistants, and for the Supply of Books and Materials for new Schools, &c. -	4,549 19 10	4,250 - -	- - -	299 19 10
Allowances to Regimental Schools, including those for Female Children -	3,648 16 4	3,500 - -	- - -	148 16 4
Cost of Books, &c., for Barrack Libraries at Home and Abroad -	3,014 14 11	3,000 - -	- - -	14 14 11
Allowance for Stationery for Barrack Libraries, and Repair of Books -	368 12 9	400 - -	31 7 3	—
£.	12,527 1 9	12,250 - -	186 9 4	463 11 1
Deduct,—Amount of Subscriptions, &c. to Barrack Libraries -	841 19 2	1,600 - -	- - -	758 - 10
£.	11,685 2 7	10,650 - -	186 9 4	1,221 11 11
13.—ESTABLISHMENTS:				
Chatham Garrison -	1,284 11 7	1,264 16 7	- - -	19 15 -
Invalid Depôt, Chatham -	2,431 13 7	2,361 1 3	- - -	70 12 4
Provisional Battalion, Chatham -	2,110 14 5	2,007 17 3	- - -	102 17 2
Depôts of Cavalry Regiments in the East Indies -	528 13 6	520 2 6	- - -	8 11 -
Riding Establishment at Maidstone -	443 10 -	421 10 -	- - -	22 - -
Establishment at Portsmouth -	186 18 4	169 15 10	- - -	17 2 6
Salary of Inspector of Regimental Colours -	60 - -	60 - -	- - -	—
Medical Museum, Chatham -	44 3 2	250 - -	205 16 10	—
Pay of Drum Major General -	28 17 11	28 17 7	- - -	- - 4
Establishment for Instruction in Rifle Practice -	787 12 -	1,000 - -	212 8 -	—
£.	7,906 14 6	8,084 1 -	418 4 10	240 18 4

DETAILED ACCOUNT of the Army Receipt and Expenditure—*continued.*

HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER.	EXPENDITURE, 1853-54.	ESTIMATE, 1853-54.	EXPENDITURE	
			Less than Estimate.	More than Estimate.
VOTE 2— <i>continued.</i>				
LAND FORCES— <i>continued.</i>				
14.—RECRUITING :				
Charge for the Recruiting Department in } London - - - - - }	1,798 8 2	1,841 - -	42 11 10	—
Charge for Recruiting Districts, Pay and } Allowances, and Contingent Expenses of } Staff Officers and Non-commissioned Officers }	20,278 17 9	19,838 - -	- - -	440 17 9
Allowances and Expenses of Superintending } Officers - - - - - }	2,372 3 8	2,400 - -	27 16 4	—
Levy Money of Recruits of the Line - -	66,041 5 2	42,000 - -	- - -	24,041 5 2
Allowances for Cavalry Equipments - -	894 16 9	910 - -	15 3 3	—
Levy Money of Recruits of Colonial Corps -	3,390 4 -	3,000 - -	- - -	390 4 -
Travelling Expenses of Officers on the Re- } cruiting Service - - - - - }	79 14 7	150 - -	70 5 5	—
Marching Allowance, and Cost of Conveyance } for Recruits, Escorts, &c. - - - - }	5,552 4 6	3,500 - -	- - -	2,052 4 6
Medical Attendance on Recruiting Parties and } Recruits - - - - - }	133 15 3	200 - -	66 4 9	—
Travelling Allowances to rejected Recruits -	232 11 5	200 - -	- - -	32 11 5
£.	100,774 1 3	74,039 - -	222 1 7	26,957 2 10
15.—PURCHASE OF HORSES :				
Allowance for Purchase of Horses for the } Household Cavalry - - - - - }	3,360 - -	3,360 - -	—	—
Purchase of Horses for Cavalry of the Line -	20,691 1 -	25,462 10 -	4,771 9 -	—
Expense of ditto prior to joining Regiments -	1,194 - -	1,940 - -	746 - -	—
Purchase of Remount Horses for the Cape } Corps - - - - - }	197 - -	9,000 - -	8,803 - -	—
£.	25,442 1 -	39,762 10 -	14,320 9 -	—
16.—ALLOWANCES TO DISCHARGED SOLDIERS, AND FAMILY ALLOWANCES :				
Allowances to Discharged Soldiers and their } Families, to take them Home, and in certain } special cases to their Native Place Abroad } (including Detention Pay), and to Widows } and Children of deceased Soldiers, and } Maintenance of Orphans - - - - }	7,715 4 1	7,500 - -	- - -	215 4 1
Gratuities to Soldiers discharged by Indul- } gence, and Gratuities as Rewards for Meri- } torious Conduct, including Cost of Silver } Medals - - - - - }	5,421 1 1	5,500 - -	78 18 11	—
£.	13,136 5 2	13,000 - -	78 18 11	215 4 1
17.—MILITARY SAVINGS BANKS :				
Charges for Interest on Deposits, &c. - £.	1,769 19 10	1,750 - -	- - -	19 19 10

DETAILED ACCOUNT of the Army Receipt and Expenditure—*continued.*

HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER.	EXPENDITURE,			ESTIMATE,		EXPENDITURE			
	1853-54.			1853-54.		Less than Estimate.		More than Estimate.	
VOTE 2— <i>continued.</i>									
LAND FORCES— <i>continued.</i>									
18.—MISCELLANEOUS:	£.	s.	d.	£.	s.	d.	£.	s.	d.
Regimental Postage and Stationery, Hire of Guard and Store Rooms, &c. - - -	6,806	17	-	7,000	-	-	193	3	-
Allowances to Officers and Men for Loss of Baggage, of Necessaries, and of Horses, and Compensation for Officers' Horses shot for Glanders, and for Appointments destroyed to prevent infection, &c. - - -	1,532	11	8	3,000	-	-	1,467	8	4
Barrel Bulk allowance at certain Stations Abroad	1,397	2	4	2,000	-	-	602	17	8
Field Allowances to Officers encamped - -	15,568	9	2	32,000	-	-	16,431	10	10
Cost of Military Publications and of Gazettes	111	14	8	280	-	-	168	5	4
Allowances to First Majors of Foot Guards, in lieu of Apartments at the Horse Guards, and of Coals and Candles - - -	266	18	3	266	18	4	-	-	1
Compensation to Field Officers of the Foot Guards, for loss of Rent of Sutling House at the Horse Guards - - -	109	4	-	249	12	-	140	8	-
Allowances to certain Soldiers of Cavalry, in lieu of Boots, Spurs, &c. - - -	63	17	7	100	-	-	36	2	5
Allowances to Officers for the Hire of Black Male Servants on Tropical Stations - -	3,711	16	6	4,500	-	-	788	3	6
Various small Miscellaneous Payments, includ- ing unforeseen Charges - - -	4,258	15	9	2,500	-	-	-	-	-
£.	33,827	6	11	51,896	10	4	19,827	19	2
19.—GUERNSEY AND JERSEY MILITIA:									
Guernsey - - - - -	1,104	4	4	1,100	-	-	-	-	-
Jersey - - - - -	1,473	14	2	1,488	-	-	14	5	10
£.	2,577	18	6	2,588	-	-	14	5	10
20.—LABUAN FORCE:									
For Repayment to the East India Company of the Expense of the Force maintained by them at Labuan - - - - -	5,412	12	1	4,500	-	-	-	-	-

RECAPITULATION.

1. PAY - - - - -	2,804,113	3	2	2,885,413	12	1	148,623	7	8	67,322	18	9
2. ANNUAL ALLOWANCES - - - - -	77,575	1	0	81,998	10	-	4,468	9	8	45	1	5
3. AGENCY - - - - -	29,417	4	8	30,142	13	9	771	9	11	46	-	10
4. CLOTHING - - - - -	277,270	10	5	279,447	9	10	4,887	17	4	2,710	17	11
5. PROVISIONS - - - - -	22,865	-	9	24,004	5	8	1,139	4	11	-	-	-
6. FORAGE - - - - -	7,838	10	7	7,500	-	-	-	-	-	338	10	7
7. LODGING - - - - -	5,808	9	8	9,300	-	-	3,822	2	9	330	12	5
8. HOSPITAL EXPENSES, MEDICINES AND TREATMENT OF THE SICK - - - - -	14,481	3	10	6,415	15	-	3,775	18	8	11,841	7	6
9. DIVINE SERVICE - - - - -	19,082	16	5	19,000	-	-	-	-	-	82	16	5
10. MOVEMENT OF TROOPS - - - - -	75,210	4	7	45,200	-	-	3,145	18	7	33,156	3	2
11. ADMINISTRATION OF MARTIAL LAW - -	28,411	15	11	31,091	-	-	3,609	15	11	930	11	10
12. SCHOOLS AND LIBRARIES - - - - -	11,685	2	7	10,650	-	-	186	9	4	1,221	11	11
13. ESTABLISHMENTS - - - - -	7,906	14	6	8,084	1	-	418	4	10	240	18	4
14. RECRUITING - - - - -	100,774	1	3	74,039	-	-	222	1	7	26,957	2	10
15. PURCHASE OF HORSES - - - - -	25,442	1	-	39,762	10	-	14,320	9	-	-	-	-
16. DISCHARGES AND FAMILY ALLOWANCES -	13,136	5	2	13,000	-	-	78	18	11	215	4	1
17. MILITARY SAVINGS BANKS - - - - -	1,769	19	10	1,750	-	-	-	-	-	10	19	10
18. MISCELLANEOUS - - - - -	33,827	6	11	51,896	10	4	10,827	10	2	1,758	15	9
19. GUERNSEY AND JERSEY MILITIA - -	2,577	18	6	2,588	-	-	14	5	10	4	4	4
20. LABUAN FORCE - - - - -	5,412	12	1	4,500	-	-	-	-	-	912	12	1
£.	3,564,606	3	7	3,625,783	7	8	209,312	14	1	148,135	10	-
Fractions not Voted - - - - -	-	-	-	-	7	8	-	-	-	-	7	8
TOTALS for VOTE 2 - - - £.	3,564,606	3	7	3,625,783	-	-	209,312	14	1	148,135	17	6

DETAILED ACCOUNT of the Army Receipt and Expenditure—continued.

HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER.		EXPENDITURE, 1853-54.	ESTIMATE, 1853-54.	EXPENDITURE	
				Less than Estimate.	More than Estimate.
VOTE 3.					
STAFF OFFICERS :		£. s. d.	£. s. d.	£. s. d.	£. s. d.
STAFF AT HOME (£.63,618. 11. 11.)	Pay of General Staff -	24,676 16 7	23,961 19 10	- - -	714 16 9
	Pay and Additional Pay of Medical Staff -	13,781 16 6	14,020 2 -	238 5 6	—
	Forage Allowances -	4,937 4 8	4,776 9 6	- - -	160 15 2
	Lodging Allowances -	6,564 11 4	6,355 2 3	- - -	209 9 1
	Pay of Clerks, Office Rent and Postage, and Sta- tionery - - -	8,469 10 2	8,391 7 7	- - -	78 2 7
	Miscellaneous Expenses Garrison of the Tower of London - - -	5,188 12 8	4,977 - 8	- - -	211 12 -
		—	—	—	—
£.		63,618 11 11	62,482 1 10	238 5 6	1,374 15 7
STAFF ABROAD (£.96,263. 1. 4.)	Pay of General Staff -	29,974 6 11	28,984 - 10	- - -	990 6 1
	Pay and Additional Pay of Medical Staff -	33,550 2 6	34,930 10 -	1,380 7 6	—
	Pay of Clerks, &c. Money Allowances and Con- tingent Expenses -	32,647 11 11	36,500 - -	3,852 8 1	—
£.		159,790 13 3	162,896 12 8	5,471 1 1	2,365 1 8
Fractions Voted - - -		- - -	- 7 4	- 7 4	—
TOTALS for VOTE 3 - - £.		159,790 13 3	162,897 - -	5,471 8 5	2,365 1 8
VOTE 4.					
PUBLIC DEPARTMENTS :					
MILITARY DEPARTMENTS :					
Commander-in-Chief.	Salaries and Contingencies -	13,134 12 9	13,253 - 4	118 7 7	—
	Postage - - -	702 18 4	630 - -	- - -	72 18 4
Adjutant-general.	Salaries and Contingencies -	7,065 8 10	7,346 8 10	281 - -	—
	Postage - - -	2,407 1 5	4,354 - -	1,946 18 7	—
Quartermaster-general.	Salaries and Contingencies -	6,218 13 5	5,707 19 6	- - -	510 13 11
	Postage - - -	359 2 4	301 - -	- - -	58 2 4
£.		29,887 17 1	31,592 8 8	2,346 6 2	641 14 7
CIVIL DEPARTMENTS :					
Secretary-at-War.	Salaries and Contingencies	32,947 1 11	32,917 14 7	- - -	29 7 4
	Postage - - -	46,818 5 2	29,892 - -	- - -	16,926 5 2
Judge Advocate-general.	Salaries and Contingencies	3,963 16 1	4,045 - -	81 3 11	—
	Postage - - -	5 5 3	17 - -	11 14 9	—
£.		113,622 5 6	98,464 3 3	2,439 4 10	17,597 7 1
Fractions not Voted - - -		- - -	- 3 3	- - -	- 3 3
TOTALS for VOTE 4 - - £.		113,622 5 6	98,464 - -	2,439 4 10	17,597 10 4
VOTE 6.					
ROYAL MILITARY ASYLUM, &c. :					
Royal Military Asylum - - -	8,422 14 5	7,804 10 5	- - -	618 4 -	
Normal and Model Schools - - -	3,926 5 -	3,859 13 3	- - -	66 11 9	
Hibernian Military School - - -	6,671 19 10	6,355 8 8	- - -	316 11 2	
£.		19,020 19 3	18,019 12 4	- - -	1,001 6 11
Fractions Voted - - -		- - -	- 7 8	- 7 8	—
TOTALS for VOTE 6 - - £.		19,020 19 3	18,020 - -	- 7 8	1,001 6 11

DETAILED ACCOUNT of the Army Receipt and Expenditure—continued.

HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER.	EXPENDITURE, 1853-54.			ESTIMATE, 1853-54.			EXPENDITURE		
							Less than Estimate.	More than Estimate.	
VOTE 7.									
VOLUNTEER CORPS:									
Pay and Forage Allowances of Adjutants and Serjeant-Majors - - - - -	£.	s.	d.	£.	s.	d.	£.	s.	d.
Contingent and Clothing Allowances - - -	4,910	19	6	5,100	17	6	189	18	-
Expenses of Volunteer Corps, when assembled for Exercise, for Permanent Duty, or when employed in aid of the Civil Power, &c. - }	41,049	-	-	41,595	-	-	546	-	-
	39,183	16	3	41,304	2	6	2,120	6	3
TOTALS for VOTE 7 - - £.	85,143	15	9	88,000	-	-	2,856	4	3
VOTE 12.									
FOREIGN HALF-PAY, &c.:									
Half-Pay of Foreign Officers - - - - -	22,737	-	6	22,800	-	-	62	19	6
Pensions of ditto - - - - -	2,453	2	4	2,755	-	-	301	17	8
Allowances to Widows of Foreign Officers -	8,224	5	2	8,475	-	-	250	14	10
Allowances to Children of ditto - - - - -	526	-	-	598	-	-	72	-	-
TOTALS for VOTE 12 - - £.	33,940	8	-	34,628	-	-	687	12	-
VOTE 14.									
COMPASSIONATE LIST:									
Compassionate List - - - - -	17,432	10	-	79,500	-	-	3,056	8	11
Royal Bounty - - - - -	16,573	7	11						
Pensions, &c. for Wounds - - - - -	42,437	13	2						
TOTALS for VOTE 14 - - £.	76,443	11	1	79,500	-	-	3,056	8	11
VOTE 15.									
IN-PENSIONERS OF CHELSEA AND KILMAINHAM HOSPITALS:									
Chelsea Hospital, In-Pensioners, &c. - - -	22,016	10	7	21,408	15	11	-	-	-
Kilmainham Hospital - - - - -	6,500	3	3	6,740	4	10	240	1	7
£.	28,516	13	10	28,149	-	9	240	1	7
Fractions not Voted - - - - -	-	-	-	-	-	9	-	-	-
TOTALS for VOTE 15 - - £.	28,516	13	10	28,149	-	-	240	1	7
VOTE 16.									
OUT-PENSIONS:									
Out-Pensions, including Allowances to Staff Officers and Contingent Expenses - - - }	1,171,566	1	10	1,191,150	10	11	19,584	9	1
Expenses attendant upon the Military Orga- nization of Pensioners - - - - - }	39,341	1	9	44,650	-	-	5,308	18	3
£.	1,210,907	3	7	1,235,800	10	11	24,893	7	4
Fractions not Voted - - - - -	-	-	-	-	10	11	-	-	-
TOTALS for VOTE 16 - - £.	1,210,907	3	7	1,235,800	-	-	24,893	7	4
MILITIA:									
Effective Services:									
Charge for Raising and Training the Militia in England and Wales - - - - - }	201,961	10	10	319,490	-	-	117,528	9	2
Charge of Disembodied Allowances of Per- manent Staff, Great Britain and Ireland - }	81,294	8	9	93,600	-	-	12,305	11	3
Non-Effective Services:									
Reduced Officers of Disembodied Militia -	33,603	1	2	33,250	-	-	-	-	-
Reduced Officers of Local Militia - - -	3,808	-	4	3,800	-	-	-	-	-
Militia Out-Pensions - - - - -	25,708	10	1	28,600	-	-	2,891	9	11
TOTALS for MILITIA - - £.	346,375	11	2	478,740	-	-	132,725	10	4
							361	1	6

BALANCE SHEET, showing the LEDGER BALANCES on the 31st March 1855, the Date on which the foregoing Account of RECEIPT and EXPENDITURE was closed.

N.B.—To obviate the necessity of introducing into the following Statement the separate results of all the Accounts, the Balances on the Ledger are shown in *Classes*, except in those instances in which it has been deemed advisable to add special explanations, with the view of illustrating the principle upon which the Account has been prepared, and the final Balance struck. The Account is one of Receipt and Expenditure within the Year, and has been kept open for Twelve Months, after the expiration of the Year to which it refers, in order that all Payments posted within that period, relating to the said Year might be included in it, and the whole Expenditure on Imprests be finally audited before declaring the Balance. The postings of the Receipts and Payments comprised in that Account being therefore spread over a period of two complete Years, the proof of the correctness thereof may be shown either by the Balances which remained on the Books at the Date to which the Account of Receipt and Expenditure extends (viz. 31st March 1854), or by those which remained at the Date when it was definitively closed (viz. 31st March 1855). The Balance Sheet of the latter Date is given, as it exhibits a more complete Statement of the Accounts.

Number of Accounts.		<i>Drs.</i>			<i>Crs.</i>		
		£.	s.	d.	£.	s.	d.
1	HER MAJESTY'S EXCHEQUER (Grants Account):						
	For Balance of Army and Militia Grants unissued on the 31st March 1855 - - - - -	875,486	-	-			
1	HER MAJESTY'S EXCHEQUER (Extra Receipt Account):						
	For Amount passed to the Credit of the Comptroller-General on account of Extra Receipts, but not paid over on the 31st March 1855 - - - - -	-	-	-	88,101	4	3
1	PAYMASTER-GENERAL:						
	For Army Cash Balance on the 31st March 1855 - - - - -	-	-	-	98,490	10	10
26	COMMISSARIAT ACCOUNTS:						
	For Balance on the Account of the Year 1854-55, for Repayments of Advances out of the Chests Abroad for Army Services beyond the Amount of Accounts for that Year, posted on the 31st March 1855 - - - - -	1,240,000	-	-			
	<i>N.B.</i> —The Account of the Advances from the Commissariat Chests Abroad for Army Services in the Year 1853-54, has been finally closed, as shown on page 48.						
	For Amount of Stoppages for Rations supplied Abroad, passed to the credit of the Commissariat Department, on the 31st March 1855 - - - - -	-	-	-	1,361	17	4
	For Transfers to Credit of Army Grants, on account of Advances for Regiments in India, for the Year 1854-55, beyond the Charge raised against the East India Establishment on the Books on the 31st March 1855 - - - - -	-	-	-	239,861	16	8
	For Balance on the Account of 1854-55, for Repayments to the Commissariat Chest for Supplies of Bread and Meat in that Year (including a Charge for the difference between the Amount of Stoppages from Pay, in part Payment of the Rations and the actual Cost thereof) - - - - -	60,131	11	7			
11	ADMIRALTY DEPARTMENT:						
	For the following Balances:						
	1st.—Balance of Stoppages for Rations, &c., from the Pay of Troops embarked on Board Ships of War, Transports, &c., passed to the Credit of that Department, but not paid over on the 31st March 1855 - - - - -	-	-	-	9,889	5	-
	2d.—Balance on the Accounts for Passage Allowances, being the Amount brought to Credit beyond the Charge raised against the Naval Department in the Ledger, on the 31st March 1855 - - - - -	3,613	-	-			
	3d.—For Repayments by the Admiralty for Advances on account of Out-Pensioners of Greenwich Hospital, beyond the Charge raised against that Department on the Books, on the 31st March 1855 - - - - -	-	-	-	191,874	5	6
6	ORDNANCE DEPARTMENT:						
	For the following Balances:						
	1st.—Balance on the Account to the 31st May 1854, for Repayments to the Ordnance Department for Supplies of Bread and Meat to the Militia to that date, beyond the Amount of Stoppages from Pay, credited in Accounts posted on the 31st March 1855 - - - - -	10,000	-	-			
	2d.—Balance on the 31st March 1855, on the Accounts for Compensation in lieu of Clothing, Cost of making up, and other Charges relating to Clothing, chargeable against the Ordnance Department, including Stoppages from the Pay of Men in Military Prisons, for the use of Necessaries, &c., credited in Accounts posted on the 31st March 1855 - - - - -	3,958	14	4			
46	- - - - - Carried forward - - - - -	2,193,189	5	11	629,578	19	7

BALANCE SHEET, showing the Ledger Balances on the 31st March 1855—*continued*.

Number of Accounts.		Drs.		Crs.	
		£.	s. d.	£.	s. d.
46	- - - - - Brought forward - - - £.	2,193,189	5 11	629,578	19 7
5	RECEIVER-GENERAL OF INLAND REVENUE:				
	For Amount of Income Tax paid over beyond the Sum carried to credit on account of Deductions from Military Pay, &c., included in Accounts posted on the 31st March 1855 - - }	51,253	- 4	—	
	For Balance due on account of Advances in 1854-55, to Staff Officers of Pensioners by Collectors of Inland Revenue, upon Orders issued from the War Office - - - - }	-	- -	508	- -
2	RECEIVER-GENERAL OF CUSTOMS:				
	For Balance due on account of Advances in 1854-55, to Staff Officers of Pensioners by Collectors of Customs, upon Orders issued from the War Office - - - - }	-	- -	1,505	- -
3	EAST INDIA COMPANY:				
	For Repayment by the East India Company for Advances on account of East India Company's Pensioners, beyond the Charge raised in the Books on the 31st March 1855 - - - }	-	- -	47,437	13 3
2	BOARD OF TRADE:				
	For Transfer to credit of Army Grants on account of Payments to Mercantile Marine Pensioners, beyond the Charge raised in the Books on the 31st March 1855 - - - - }	-	- -	30,361	10 2
1	COMMISSIONERS FOR THE REDUCTION OF THE NATIONAL DEBT:				
	For Cash invested in the Purchase of the under-mentioned Stock belonging to the Fund for Military Savings Banks; viz.				
	STOCK.				
	3 per Cent. Consols - - - £. 105,998 19 3	222,030	11 7	—	
	3 per Cent. Reduced Annuities - 30,738 17 10				
	3½ per Cents. - - - 97,219 3 7				
	£. 233,957 - 8				
3	REGIMENTAL SAVINGS BANKS INVESTMENT ACCOUNTS:				
	For Amount invested in the Purchase of the before-mentioned Stock invested under the Provisions of the Acts 5 & 6 Vict. c. 71, and 8 & 9 Vict. c. 27:				
	STOCK.				
	3 per Cent. Consols - - - £. 83,657 18 4				
	(including £. 8,383. 9. 7. for Charitable Funds.)				
Army	3 per Cent. Reduced Annuities 21,142 12 4				
	(including £. 2,227. 4. 2. for Charitable Funds.)	-	- -	222,030	11 7
	3½ per Cents. - - - 92,223 1 11				
	(including £. 38,711. 16. for Charitable Funds.)				
Ordnance	3 per Cent. Consols - - - 22,341 - 11				
	3 per Cent. Reduced Annuities - 9,596 5 6				
	3½ per Cents. - - - 4,996 1 8				
	£. 233,957 - 8				
62	- - - - - Carried forward - - - £.	2,466,472	17 10	931,421	14 7

BALANCE SHEET, showing the Ledger Balances on the 31st March 1855—continued.

Number of Accounts.		<i>Drs.</i>			<i>Crs.</i>		
		£.	s.	d.	£.	s.	d.
62	- - - - - Brought forward - - - £.	2,466,472	17	10	931,421	14	7
6	REGIMENTAL SAVINGS BANKS DEPOSIT ACCOUNTS:						
	For Amount passed to Credit, beyond that paid over to the Com- missioners for the Reduction of the National Debt, on the 31st March 1855 - - - - -	-	-	-	10,855	2	4
2	STOCK ACCOUNTS:						
	For Bequests, &c., invested in the under-mentioned Stock on the Books on the 31st March 1855:						
		STOCK.					
	In 3 per Cent. Consols, on account of the Army Prize Fund - - - - -	£.	s.	d.			
		67,884	13	2			
	In 3 per Cent. Reduced Annuities, on ac- count of the Bequest of Colonel John Drouly for the benefit of Officers' Widows - - - - -	11,070	10	10			
	In 3 per Cent. Consols, on account of the Bequest of the late Colonel John Drouly to Chelsea Hospital - - - - -	7,460	18	7			
	In South Sea Stock, on account of the Legacies to Chelsea Hospital from the Ranelagh and De la Fontaine Estates; viz.	STOCK.					
		5,338	5	6			
	3½ per Cents. - - - £. 338 2 5						
	3 per Cent. Old Annuities 3,995 13 9						
	3 per Cent. New Annuities 1,004 9 4						
	In 3 per Cent. Consols, on account of the Bequest of the late Captain John Stuart to Chelsea Hospital - - - - -	1,839	12	3	108,410	5	10
	In 3½ per Cents., on an account of Bequests, &c. to the Hibernian Military School, &c.	6,185	15	11			
	In 3 per Cent. Consols, on account of Legacies, &c., to the Royal Military Asylum - - - - -	608	11	3			
	In 3¼ per Cents., being the proceeds of the Sale of Land belonging to Kilmainham Hospital - - - - -	10,105	13	6			
	In 3¼ per Cent. Annuities on account of the Bequest of the late Serjeant Thomas Hurford, 59th Foot, on behalf of Soldiers' Children - - - - -	1,218	13	2			
		£.	111,712	14	2		
1	LEGACY INVESTMENT ACCOUNT:						
	For Amount of Bequests, &c., invested in the before-mentioned Stock on the Books on the 31st March 1855, belonging to the						
	Army Prize Fund - - - - - £. 65,912 19 4						
	Widows' Annuities Fund - - - - - 10,683 1 6						
	Chelsea Property and Legacy Fund - - - 14,089 18 4						
	Royal Military Asylum Fund - - - - - 596 10 -						
	Hibernian Military School Fund - - - - - 6,067 - -						
	Kilmainham Hospital Fund - - - - - 9,857 8 4						
	Serjeant Thomas Hurford's Charity Fund - 1,203 8 4						
					108,410	5	10
71	- - - - - Carried forward - - - £.	2,574,883	3	8	1,050,687	2	9

BALANCE SHEET, showing the Ledger Balances on the 31st March 1855—continued.

Number of Accounts.		Drs.			Crs.		
		£.	s.	d.	£.	s.	d.
71	- - - - - Brought forward - - -	2,574,883	3	8	1,050,687	2	9
8	LEGACY AND DIVIDEND ACCOUNTS: For Balances on account of Dividends on the Bequests in fa- vour of Chelsea Hospital, Hibernian Military School, Royal Military Asylum, &c. &c. - - - - -	-	-	-	1,921	-	4
3	REGIMENTAL BENEFIT AND CHARITABLE FUND ACCOUNTS: For Balances on the several Accounts on the 31st March 1855: Charitable Funds - - - - - £. 155 11 3 Benefit Funds - - - - - 3 13 9						
1	WARRANTS PAYABLE: For Warrants or Orders for Payments issued on or prior to the 31st March 1855, and included in the Debit Balances of Regimental Accountants, &c. - - - - -	151	17	6	-		
1	ACCOUNT FOR REMITTANCES AND EFFECTS OF DECEASED OFFICERS AND SOLDIERS, &c.: For Amount charged on the Books beyond that passed to Credit during the Year ended 31st March 1855 - - - - -	25,421	5	4	-		
1	THE COMMISSIONERS OF THE ROYAL MILITARY COLLEGE: For Balance on their Account on the 31st March 1855 - - -	18,137	16	6	-		
1	GOVERNORS OF KILMAINHAM HOSPITAL: For Balance standing as an Imprest against them on the 31st March 1855 - - - - -	6,371	3	1	-		
2	COMMANDANT OF THE ROYAL MILITARY ASYLUM, &c.: For Balances standing as Imprests against him on the 31st March 1855 - - - - -	13,156	13	11	-		
1	GOVERNORS OF THE HIBERNIAN MILITARY SCHOOL: For Balance standing as an Imprest against them on the 31st March 1855 - - - - -	7,496	9	2	-		
7	ACCOUNTANTS FOR THE PAYMENT OF SALARIES AND CONTINGEN- CIES: For Balances standing as Imprests against them on the 31st March 1855 - - - - -	20,295	13	4	-		
428	COLONELS, AGENTS, PAYMASTERS and ACTING PAYMASTERS of Regi- ments and Depôts, &c. (including temporary Levies at the Cape), GENERAL AGENT and PAYMASTERS of Recruiting Districts, Hos- pitals, &c.: For Balances on their respective Accounts on the 31st March 1855 - - - - -	3,229,468	9	3	29,612	3	3
18	STAFF ACCOUNTANTS: For Balances on their respective Accounts on the 31st March 1855 - - - - -	64,278	13	-	-		
44	COMMANDANTS OF VOLUNTEER CORPS: For Balances on their respective Accounts on the 31st March 1855 - - - - -	2,265	-	9	-		
222	COLONELS AND ACTING PAYMASTERS OF MILITIA: For Balances on their respective Accounts on the 31st March 1855 - - - - -	1,163,230	9	9	77	12	7
151	STAFF OFFICERS OF PENSIONERS, &c.: For Balances on their respective Accounts on the 31st March 1855 - - - - -	1,483,276	16	7	889	3	11
3	DEFAULTER ACCOUNTANTS: For bad and doubtful Debts on old Accounts from 1780, still kept on record in the Ledger - - - - -	194,581	19	6	-		
1	GENERAL DEFAULTER ACCOUNT: For the above Debts on old Accounts withdrawn from the Amount of available Balance - - - - -	-	-	-	194,587	13	6
42	MISCELLANEOUS ACCOUNTANTS: For Balances on their respective Accounts on the 31st March 1855 - - - - -	21,919	16	7	11,557	15	1
	NET AVAILABLE BALANCE on the 31st March 1855 - - -	-	-	-	7,286,386	1	3
1,005		£.	8,824,935	7 11	8,824,935	7 11	

BALANCE SHEET, showing the Ledger Balances on the 31st March 1855—continued.

Number of Accounts.				Crs.		
				£.	s.	d.
1,005	NET AVAILABLE BALANCE brought forward - - - - -			7,286,386	1	3
192	As the foregoing Balance includes Sums belonging to the Account of 1854-55, the Amount of the General Grants for that Year, less the Net Expenditure, passed to Account up to the 31st March 1855, should be reserved before striking the Balance of Money granted for 1853-54; viz.—					
				£.	s.	d.
	GRANTS of the Year 1854-55, per Act 17 & 18 Vict. c. 121, s. 12 -			8,165,486	-	-
	Deduct,—Net Expenditure for the Year 1854-55, passed to Account up to the 31st March 1855, the date when the preceding Balance was struck - - - - -			1,097,389	12	3
				7,068,096	7	9
	BALANCE of Moneys granted for 1853-54 - - - - -			£.	218,289	13 6
	The same Result may be obtained from the Balance Account ended 31st March 1854; viz.:					
	NET AVAILABLE BALANCE for 1853-54, and prior Years, on the Books on the 31st March 1854 - - - - -			5,374,007	11	1
	NET Expenditure for 1853-54 passed to Account subsequently to the 31st March 1854, the date when the preceding Balance was struck - - - - -			5,155,717	17	7
				218,289	13	6
1,197	BALANCE of Moneys granted for 1853-54 - - - - -			£.	218,289	13 6

STATEMENT of the Particulars of the ADVANCES out of the several COMMISSARIAT CHESTS in the Colonies for Army EFFECTIVE SERVICES, between the 1st April 1853 and the 31st March 1854, together with the REPAYMENTS in Discharge thereof.

STATIONS.		AMOUNT.		STATIONS.		AMOUNT.	
		£.	s. d.			£.	s. d.
Bahamas - - - - -		7,139	3 7	Brought forward - -		770,447	15 3
Bermuda - - - - -		19,641	11 4	Mauritius - - - - -		40,177	10 4
Canada - - - - -		134,525	5 6	Newfoundland - - - - -		9,054	6 11
Cape of Good Hope - - - - -		207,954	6 5	New South Wales - - - - -		25,400	8 2
Ceylon - - - - -		76,761	14 8	New Zealand - - - - -		45,263	18 4
Gambia - - - - -		9,465	19 7	Nova Scotia - - - - -		40,025	10 11
Gibraltar - - - - -		79,467	5 3	St. Helena - - - - -		9,055	7 6
Gold Coast - - - - -		5,671	7 8	Sierra Leone - - - - -		7,635	9 2
Honduras - - - - -		4,232	17 4	South Australia - - - - -		1,731	11 1
Hong Kong - - - - -		28,959	19 9	Van Diemen's Land - - - - -		34,377	13 1
Ionian Islands - - - - -		66,368	7 6	Western Australia - - - - -		11,771	10 2
Jamaica - - - - -		39,277	18 2	West Indies - - - - -		80,864	2 3
Malta - - - - -		90,981	18 6	TOTAL - - £.		1,075,805	3 2
Carried forward - - £.		770,447	15 3				
						Repayments to Commissariat Chest. .	
						£.	s. d.
By Warrants upon Account - - - - -						1,000,000	- -
„ Further Warrant in payment of Balance - - - - -						75,805	3 2
TOTAL REPAID - - - - - £.						1,075,805	3 2

STATEMENT of the Particulars of the Advances out of the Army Grants for PAY of REGIMENTS in *India*, and for other Services chargeable against the East India Establishment, on account of the Year 1853-54.

The CHARGES for the Year 1853-54, on account of the undermentioned Corps, &c., are as follows :

				AMOUNT.							AMOUNT.		
				£.	s.	d.					£.	s.	d.
3d Dragoons	-	-	-	5,956	14	8	Brought forward				199,744	13	6
9th ditto	-	-	-	6,636	12	9							
10th ditto	-	-	-	8,569	1	6							
12th ditto	-	-	-	6,234	19	9							
14th ditto	-	-	-	6,915	7	1							
15th ditto	-	-	-	7,189	15	2							
8th Foot	-	-	-	5,674	12	3							
10th ditto	-	-	-	5,305	18	2							
18th ditto	-	-	-	7,139	5	2							
22d ditto	-	-	-	5,519	15	8							
24th ditto	-	-	-	5,203	9	9							
25th ditto	-	-	-	5,855	3	11							
29th ditto	-	-	-	4,319	7	5							
32d ditto	-	-	-	5,453	9	1							
43d ditto	-	-	-	4,359	12	1							
51st ditto	-	-	-	5,966	4	2							
52d ditto	-	-	-	8,580	3	7							
53d ditto	-	-	-	5,511	17	2							
60th ditto, 1st Battalion	-	-	-	5,361	9	2							
61st ditto	-	-	-	5,206	6	8							
64th ditto	-	-	-	6,306	9	2							
70th ditto	-	-	-	4,894	9	9							
73d ditto	-	-	-	11	2	2							
74th ditto	-	-	-	4,081	12	9							
75th ditto	-	-	-	5,420	5	10							
78th ditto	-	-	-	5,875	18	6							
80th ditto	-	-	-	5,323	3	8							
81st ditto	-	-	-	8,854	18	11							
83d ditto	-	-	-	5,997	12	6							
84th ditto	-	-	-	5,167	10	6							
86th ditto	-	-	-	6,023	7	9							
87th ditto	-	-	-	5,332	11	10							
94th ditto	-	-	-	5,383	13	2							
96th ditto	-	-	-	5,394	7	8							
98th ditto	-	-	-	4,718	4	2							
Carried forward	-	-	£.	199,744	13	6	TOTAL				£.	293,031	4 4

The above CHARGE is divisible under the following Heads of Service :

							AMOUNT.										AMOUNT.															
							£.	s.	d.								£.	s.	d.													
Pay	-	-	-	-	-	-	165,201	2	10	Brought forward							-	-	273,684	4	1											
Annual Allowances	-	-	-	-	-	-	1,882	17	4	Establishments at Chatham and Maid-																						
Agency	-	-	-	-	-	-	9,131	11	4	stone							-	-	3,121	6	8											
Clothing	-	-	-	-	-	-	96,274	19	5	Recruiting Expenses							-	-	20,831	8	2											
Provisions, &c.	-	-	-	-	-	-	809	8	7	Regimental Savings Banks							-	-	200	-	-											
Hospital Expenses, Medicines, and	}						89	14	6	Miscellaneous Expenses							-	-	204	18	5											
Treatment of the Sick							-	-	-	931	2	6																				
Divine Service	-	-	-	-	-	-	26	-	-	Gratuities for Wounds							-	-	-	10	-											
Movement of Troops	-	-	-	-	-	-	-	-	-	Discharges and Family Allowances							-	-	-	-	-											
Administration of Martial Law	-	-	-	-	-	-	163	5	4								298,973			9	10											
Schools and Libraries	-	-	-	-	-	-	105	4	9	Less,—Miscellaneous Credits for the							5,942			5	6											
														East India Establishment							-	-										
Carried forward							-	-	£.	273,684	4	1								£.	293,031	4	4									
Repayments:—By Amount of Twelve Sums of 20,000 <i>l.</i> each, transferred on Account from Commissariat Chest Fund, by direction of the Lords Commissioners of Her Majesty's Treasury										}										240,000			-	-								
Repayments:—By further transfer in payment of Balance										-										53,031										4	4	
TOTAL REPAID										-										£.										293,031	4	4

War Office, 27 April 1855.

(Examined)

Charles Vine.

(signed) PANMURE.

COMMISSARIAT SERVICES.

COPY of a DETAILED ACCOUNT of the RECEIPT and EXPENDITURE for COMMISSARIAT SERVICES
the Public Accounts, in pursuance of

	£.	s.	d.
To AMOUNT OF THE GRANT FOR COMMISSARIAT EFFECTIVE SERVICES for the Year 1853-54, per Act 16 & 17 Vict. c. 110 - - - - -	511,887	-	-
To AMOUNT OF THE GRANT FOR NON-EFFECTIVE SERVICES for the Year 1853-54, per Act 16 & 17 Vict. c. 110 - - - - -	45,239	-	-
To COMMISSARIAT PROPORTION OF THE SUM of £. 3,000,000 granted by the Act of 17 & 18 Vict. c. 121, towards defraying the Extraordinary Expenses of the War in the East, viz.:			
Increased Expenditure at Malta for the Purchase of Supplies for the use of the Military Expedition then under Orders to proceed to the Mediterranean, chargeable on the following Head of Service, viz.:			
	£.	s.	d.
No. 6. Net Cost of Provisions, Forage, Fuel and Light - - -	62,872	19	9
Deduct Net Saving on the Ordinary Expenditure for Effective Commissariat Services at Home and Abroad - - -	2,940	12	5
DEFICIENCY on the Commissariat Effective Vote for 1853-54 -	59,932	7	4
SURPLUS on the Commissariat Non-Effective Vote, applied in aid of the above deficiency of 59,932 <i>l.</i> 7 <i>s.</i> 4 <i>d.</i> , under the Warrant of the Lords of the Treasury, signifying Her Majesty's pleasure to that effect, in accordance with the provisions of the 28th clause of the Act 16 & 17 Vict. c. 110 - - -	31	2	6
Net Proportion of the Vote of 3,000,000 <i>l.</i> for the Extraordinary Expenses of the War in the East, applied to meet the increased Expenditure for Commissariat Effective Services at Malta - - }	59,901	4	10
Memorandum:			
The following extra Receipts in 1853-54, formerly appropriated in aid of the Votes for Commissariat Services, have been paid into the Exchequer, in pursuance of Treasury Minute of 2d May 1848, viz.:			
	£.	s.	d.
Proceeds of the Sale of Old Stores, &c. - - -	10,630	12	4
Superannuation Fund Abatements - - -	122	7	-
	£.	617,027	4 10

War Office, }
20 April 1855. }

Audit Office, }
July 1855. }

COMMISSARIAT SERVICES.

for the Year ended 31 March 1854.—Prepared and transmitted to the Commissioners for Auditing Treasury Minute of 13 January 1846.

Number of Sub- Estimate.		Expenditure.	GRANTS.
	VOTE 1.		
	EFFECTIVE SERVICES :	£. s. d.	£. s. d.
1	By Pay of Officers and Clerks of the Commissariat in Her Majesty's Garrisons and Possessions Abroad (as per Explanatory Statements (A.) and (B.) - - - - -)	50,094 7 -	
2	By Pay of Assistant Clerks, Storekeepers, and other subordinate Persons at the several Stations Abroad, also Allowances issued in Money and Contingencies, &c. (as per Explanatory Statements (A.) and (B.) - - - - -)	55,935 3 1	
3	By Pay and Contingencies of the Commissariat Branch of the Treasury (as per Explanatory Statement (A.) - - - - -)	4,996 14 11	
4	By Land and Inland Water Transport, including the Supply of Water, provided by the Commissariat Stations Abroad (as per Explanatory Statements (A.) and (B.) - - - - -)	54,040 18 7	
5	By Freight of Specie, including Expenses of Shipments (as per Explanatory Statements (A.) and (B.) - - - - -)	6,446 8 1	
6	By Provisions issued to the Army, Ordnance, and Commissariat, at the several Stations Abroad, after deducting Stoppages in Aid; Forage, including Money Allowances in lieu thereof; and Fuel and Light (as per Explanatory Statements (A.) and (B.) - - - - -)	400,305 15 8	511,887 - - (Ordinary Grant.)
		£. 571,819 7 4	59,901 4 10 (Proportion of extra Vote for War.)
	VOTE 2.		
	NON-EFFECTIVE SERVICES :		
7	By Half-Pay - - - - -	28,716 15 11	
8	By Widows' Pensions - - - - -	7,500 18 4	
9	By Compassionate Allowances - - - - -	1,544 15 -	45,239 - -
10	By Compensation and Superannuation Allowances - - - - -	7,445 8 3	
		£. 617,027 4 10	617,027 4 10

(signed) FREDERICK PEEL.

By Order of the Board,
C. Macaulay, Secretary.

(Examined)

Charles Vine,
Inspector in Charge of Naval and Military Accounts.

EXPLANATORY STATEMENT (A.) referred to in the preceding Account.

Number of Sub-Estimate.	HEADS OF EXPENDITURE.	TOTALS as per Account on preceding Page.	EXPENDITURE			
			Ordinary Estimates.		More than Ordinary Estimate.	Less than Ordinary Estimate.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
	EFFECTIVE SERVICES :					
1	Pay of Officers and Established Clerks - - - - -	50,094 7 -	46,588 - -	3,506 7 -	-	-
2	Pay of Subordinate Persons, Money Allowances, and Contingencies - - - - -	55,935 3 1	47,545 - -	8,390 3 1	-	-
3	Commissariat Branch of the Treasury - - - - -	4,996 14 11	5,293 - -	- - -	296 5 1	-
4	Transport and Supply of Water - - - - -	54,040 18 7	84,536 - -	- - -	30,495 1 5	-
5	Freight of Specie - - - - -	6,446 8 1	5,000 - -	1,446 8 1	-	-
6	Provisions, Forage, Fuel, and Light, after deducting Stoppages in Aid - - - - -	400,305 15 8	322,925 - -	77,380 15 8	-	-
	NON-EFFECTIVE SERVICES :					
7	Half-Pay - - - - -	28,716 15 11	29,506 - -	- - -	789 4 1	-
8	Widows' Pensions - - - - -	7,500 18 4	7,360 - -	140 18 4	-	-
9	Compassionate Allowances - - - - -	1,544 15 -	1,140 - -	404 15 -	-	-
10	Compensation and Superannuation Allowances - - - - -	7,445 8 3	7,233 - -	212 8 3	-	-
	£.	617,027 4 10	557,126 - -	91,481 15 5	31,580 10 7	
	Net Deficiency beyond Ordinary Grant for Effective Services - - - - -	£. 59,901 4 10		£. 59,901 4 10		
	Net Amount applied out of the Votes for the Extraordinary Expenses of the War in the East - - - - -	£. 59,901 4 10		£. 59,901 4 10		
	Differences - - - - -	- - - Nil.	- - - Nil.	- - - Nil.	- - - Nil.	

EXPLANATORY STATEMENT

(B.)

Referred to in the preceding Account.

EXPLANATORY STATEMENT (B.) referred to in the preceding Account. - - - - -

Stations, &c.	No. 1.	No. 2.					No. 4.	No. 5.	No. 6. - -	
	Pay of Officers and Clerks.	Pay of Assistant Clerks, Storekeepers, and other Subordinate Persons, Allowances issued in Money, and Contingencies.					Land and Inland Water Transport (including the Supply of Water).		Cost of Provisions, Forage, Fuel	
		Pay of Assistant Clerks, Storekeepers, and other Subordinate Persons.	Allowances for Black Servants, Fuel Allowances, Barrel Bulk, and others, peculiar to the Station.	Contingencies, Miscellaneous Purchases, Postage, Printing, Advertise- ments, Extra Labour; and Travelling Expenses.	TOTAL.		Freight of Specie.		Cost of Provisions.	Amount of Stoppages.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Bahamas - -	504 13 3	252 11 10	- - -	38 1 6	290 13 4	134 18 1	- -	3,941 15 11	1,514 13 8	
Bermuda - -	1,535 7 3	1,249 12 7	- - -	111 19 10	1,361 12 5	643 4 2	- -	13,436 7 5	5,957 5 10	
Canada - -	5,108 7 7	4,138 4 2	- - -	780 18 3	4,919 2 5	6,293 4 -	- -	23,813 3 5	20,209 11 5	
Cape of Good Hope -	7,870 17 9	13,398 18 3	309 19 -	2,694 3 6	16,403 - 9	22,480 17 3	- -	82,461 - 11	46,896 16 6	
Chobham - -	1,319 9 11	26 - -	997 1 10	734 15 10	1,757 17 8	1,429 17 11	- -	10,623 11 11	10,096 9 6	
Gambia - -	658 8 9	428 16 4	105 - 6	28 9 3	562 6 1	564 8 -	- -	2,955 5 5	1,704 10 10	
Gibraltar - -	1,481 9 11	3,919 15 3	- - -	125 11 4	4,045 6 7	4,647 12 -	- -	27,961 14 5	21,129 4 2	
Gold Coast - -	507 1 2	27 7 6	63 12 -	12 4 4	103 3 10	377 2 8	- -	335 12 -	42 - 4	
Honduras - -	484 12 4	121 13 4	109 10 -	43 8 8	274 12 -	141 - 4	- -	3,790 1 -	973 9 10	
Hong Kong - -	834 1 4	584 17 1	585 15 9	51 17 3	1,222 10 1	123 7 4	- -	4,561 3 8	2,994 13 -	
Ionian Islands -	1,034 8 1	1,161 19 10	- - -	22 16 8	1,184 16 6	1,344 2 5	- -	24,774 4 9	17,512 4 7	
Ireland - -	* 47 12 8 (Excess of Re- ceipts.)	7 17 1	- - -	- - -	7 17 1	- - -	- -	3,117 11 11	28 12 11	
Jamaica - -	2,012 12 5	1,883 4 5	296 15 6	415 17 7	2,595 17 6	2,367 17 5	- -	15,422 2 5	7,485 10 3	
Malta - -	1,973 15 10	837 8 2	171 19 -	429 15 8	1,439 2 10	3,147 11 3	- -	85,666 7 10	18,226 10 8	
Mauritius - -	1,284 9 4	486 15 3	- - -	70 8 3	557 3 6	734 6 2	- -	13,343 6 4	8,299 13 4	
Newfoundland - -	588 7 7	155 2 6	- - -	134 6 8	289 9 2	166 14 9	- -	3,397 8 2	1,763 13 5	
New South Wales -	1,263 14 2	616 1 7	- - -	120 6 11	736 8 6	261 18 6	- -	6,749 4 -	3,520 16 -	
New Zealand - -	1,109 3 1	563 18 1	- - -	189 1 9	752 19 10	325 9 6	- -	15,786 3 3	6,363 3 11	
Nova Scotia - -	2,447 11 -	1,256 6 6	- - -	373 12 6	1,629 19 -	2,665 8 9	- -	12,750 8 2	9,640 - 3	
St. Helena - -	525 11 5	572 2 6	109 10 -	64 16 7	746 9 1	87 15 7	- -	8,879 10 7	2,544 15 7	
Sierra Leone - -	1,107 10 5	269 15 4	143 18 -	63 17 4	477 10 8	49 4 1	- -	1,683 14 7	1,520 5 5	
South Australia -	496 14 8	20 18 6	- - -	33 16 8	54 15 2	55 5 4	- -	580 17 6	278 14 -	
Turkey - -	860 3 9	96 13 6	724 - -	7 13 6	828 7 -	- - -	- -	- - -	- - -	
Van Diemen's Land -	3,493 8 3	2,689 14 -	124 12 3	460 5 5	3,274 11 8	1,047 - 6	- -	4,643 9 3	1,921 2 7	
Western Australia -	† 1,943 8 4	3,144 6 -	- - -	511 14 6	3,656 - 6	610 10 2	- -	16,444 3 -	1,525 10 5	
West Indies - -	6,681 16 8	4,394 12 3	1,170 3 -	978 3 10	6,542 19 1	4,333 2 5	- -	33,353 19 1	15,320 4 -	
Freight of Specie -	- - -	- - -	- - -	- - -	- - -	- - -	6,446 8 1	- - -	- - -	
Travelling Expenses, paid in England - }	- - -	- - -	- - -	220 10 10	220 10 10	- - -	- - -	- - -	- - -	
Reliefs between Sta- tions, paid in England - }	3,014 15 5	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	
£.	50,094 7 -	42,304 11 10	4,911 16 10	8,718 14 5	55,935 3 1	54,040 18 7	6,446 8 1	420,532 6 11	207,469 12 5	

* Caused by the Repayment by Receiver-general of Inland Revenue of a sum transferred to his account in respect of Income Tax, deducted

† This includes the amount chargeable against the Vote on account of Expenditure in Western Australia in January, February, March 1853;

EXPLANATORY STATEMENT (B.) referred to in the preceding Account.

No. 6.

and Light (including Money Allowances in lieu thereof), issued to the Army, Ordnance and Commissariat, and the Amount of Deductions on account of Rations.

EXCESS OF			NET EXCESS OF				GENERAL		Stations, &c.
Cost above Stoppages.	Stoppages above Cost.	Cost	Cost of	Payments for No. 6.	Receipts for No. 6.	TOTAL.			
		of Forage.	Fuel and Light.						
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			
2,427 2 3	- - -	469 12 11	447 7 1	3,344 2 3	- - -	4,274 6 11	Bahamas.		
7,479 1 7	- - -	339 18 5	1,246 - 9	9,065 - 9	- - -	12,605 4 7	Bermuda.		
3,603 12 -	- - -	4,432 4 1	12,217 5 7	20,253 1 8	- - -	36,573 15 8	Canada.		
33,564 4 5	- - -	73,287 17 5	9,558 2 3	118,410 4 1	- - -	165,164 19 10	Cape of Good Hope.		
527 2 5	- - -	9,614 2 3	1,055 5 9	11,196 10 5	- - -	15,703 15 11	Chobham.		
1,250 14 7	- - -	816 16 5	536 15 10	2,604 6 10	- - -	4,389 9 8	Gambia.		
6,832 10 3	- - -	912 6 6	6,464 13 11	14,209 10 8	- - -	24,383 19 2	Gibraltar.		
343 11 9	- - -	177 6 -	398 2 9	919 - 5	- - -	1,906 8 1	Gold Coast.		
2,816 11 2	- - -	865 11 6	333 16 5	4,015 19 1	- - -	4,916 3 9	Honduras.		
1,566 10 8	- - -	- - -	824 10 1	2,391 - 9	- - -	4,579 19 6	Hong Kong.		
7,262 - 2	- - -	811 13 7	2,403 - 1	10,476 13 10	- - -	14,040 - 10	Ionian Islands.		
3,088 19 -	- - -	29 8 2	24 13 3	3,143 - 5	- - -	3,103 4 10	Ireland.		
7,936 12 2	- - -	3,072 18 9	2,437 3 10	13,446 14 9	- - -	20,423 2 1	Jamaica.		
67,439 17 2	- - -	811 18 7	4,822 4 -	73,073 19 9	- - -	79,634 9 8	Malta.		
5,043 13 -	- - -	114 1 3	1,097 10 3	6,255* 4 6	- - -	8,831 3 6	Mauritius.		
1,633 14 9	- - -	166 2 6	1,196 17 6	2,996 14 9	- - -	4,041 6 3	Newfoundland.		
3,228 8 -	- - -	2,189 18 4	3,365 17 9	8,784 4 1	- - -	11,046 5 3	New South Wales.		
9,422 19 4	- - -	1,930 4 11	6,563 7 7	17,916 11 10	- - -	20,104 4 3	New Zealand.		
3,110 7 11	- - -	781 13 11	5,127 17 5	9,019 19 3	- - -	15,762 18 -	Nova Scotia.		
6,334 15 -	- - -	1,097 15 7	1,704 15 6	9,137 6 1	- - -	10,497 2 2	St. Helena.		
163 9 2	- - -	804 7 6	618 2 2	1,585 18 10	- - -	3,220 4 -	Sierra Leone.		
302 3 6	- - -	141 18 4	659 13 11	1,103 15 9	- - -	1,710 10 11	South Australia.		
- - -	- - -	68 14 1	- - -	68 14 1	- - -	1,757 4 10	Turkey.		
2,727 6 8	- - -	2,517 13 -	1,598 1 3	6,843 - 11	- - -	14,658 1 4	Van Diemen's Land.		
14,918 12 7	- - -	1,050 5 9	2,099 5 -	18,068 3 4	- - -	† 24,278 2 4	Western Australia.		
18,038 15 1	- - -	8,541 3 1	5,396 18 5	31,976 16 7	- - -	49,534 14 9	West Indies.		
- - -	- - -	- - -	- - -	- - -	- - -	6,446 8 1	Freight of Specie.		
- - -	- - -	- - -	- - -	- - -	- - -	220 10 10	{ Travelling Expenses, paid in England.		
- - -	- - -	- - -	- - -	- - -	- - -	3,014 15 5	{ Reliefs between Sta- tions, paid in England.		
213,062 14 6	- - -	115,045 12 10	72,197 8 4	400,305 15 8	- - -	566,822 12 5			

from the Pay of the Commissariat Officers attached to the Board of Works in Ireland for the year 1851-52.

the Accounts for these Months not having been received at the Audit Office when the Statement for 1852-53 was made up.

ORDNANCE SERVICES. - - - - -

COPY of a DETAILED ACCOUNT of the RECEIPT and EXPENDITURE for ORDNANCE SERVICES, for the Year Heads stated in the Appropriation Act, as well as with the Estimates under the Subordinate Heads into which 31st March 1855, when the preceding Account was closed.—(Prepared in pursuance of Treasury Minute, dated

The Amount of £. 113,871. 19. 11., the unappropriated Balance of the Grants of 1852-53, as shown in the Account of Ordnance Receipt and Expenditure for the Financial Year ended the 31st March 1853, has been withdrawn by the Lords of the Treasury, to be applied in aid of "Ways and Means" for 1855, as signified by Sir C. E. Trevelyan's Letter of 12th March 1855.

	£.	s.	d.
To AMOUNT GRANTED for ORDNANCE SERVICES for the Year 1853-54, per Act 16 & 17 Vict., } c. 110, under Nine Votes, as detailed on the opposite page - - - - - }	3,053,567	-	-
	£.	3,053,567	- -

Office of Ordnance, }
30 April 1855. }

Audit Office, }
July 1855. }

ORDNANCE SERVICES.

ended 31 March 1854; showing a Comparison of the Expenditure with the Grants under each of the General Votes, the Votes are divided in the Ordnance Ledger; together with a Balance Sheet showing the Ledger Balances on the 13 January 1846.)

VOTES.		EXPENDITURE, 1853-54.	GRANTS, 1853-54.	EXPENDED						
				Less than Grants.			More than Grants.			
No.		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			
	EFFECTIVE SERVICE:									
1	BY Pay, Allowances, and Con- tingencies of Ordnance Military Corps - - }	834,511 6 8	807,507 - - -	- - -	- - -	27,004 6 8		See Expla- natory Note, p. 58.		
2	" Commissariat and Barrack Supplies for Her Majesty's Forces, Great Coats for the Army, Clothing for Colo- nial Corps, Militia, &c. - }	422,669 10 7	378,217 - - -	- - -	- - -	49,452 10 7		See Expla- natory Note, p. 58.		
3	" Ordnance Office - - -	72,926 7 11	73,969 - - -	1,042 12 1						
4	" Establishments in the United Kingdom and Colonies - }	274,419 5 -	291,657 - - -	17,237 15 -						
5	" Wages of Artificers and La- bourers in the United Kingdom and Colonies - }	156,820 12 4	141,437 - - -	- - -	- - -	15,383 12 4		See Expla- natory Note, p. 58.		
6	" Ordnance Stores for Land and Sea Service - - }	349,269 6 6	371,697 - - -	22,427 13 6						
7	" Works, Buildings, and Re- pairs - - - }	594,682 2 11	695,655 - - -	100,972 17 1						
8	" Scientific Branch - - -	123,077 1 9	127,213 - - -	4,135 18 3						
	NON-EFFECTIVE SERVICES:									
9	BY Non-effective Services, Mili- tary and Civil - - }	163,608 19 6	171,215 - - -	7,606 - 6						
		2,991,984 13 2		153,422 16 5	91,840 9 7					
	" Balance of Votes unappro- priated - - - }	61,582 6 10								
		£. 3,053,567 - -	3,053,567 - -	£. 61,582. 6. 10.						

(signed) W. MONSELL.

By Order of the Board,
C. Mucaluy, Secretary.

(Examined)

Charles Vine,
Inspector in Charge of Naval and Military Accounts.

Note on VOTE 1.—PAY, &c., ORDNANCE MILITARY CORPS.

The excess of £. 27,004. 6. 8. arises from sundry Charges for Recruiting and Clothing having become chargeable against 1853-54, instead of 1852-53, in consequence of unavoidable Delays in raising Recruits provided for in the latter Year.

Note on VOTE 2.—COMMISSARIAT and BARRACK SUPPLIES.

The excess of £. 49,452. 10. 7. arises from increased prices for Forage, Fuel and Light, and for Barrack Supplies, also from a greater quantity of Clothing having been required for the Militia than was contemplated when the Estimates were framed.

Note on VOTE 5.—WAGES of ARTIFICERS and LABOURERS.

The excess of £. 15,388. 12. 4. arises from the additional Number of Artificers and Labourers employed in the Departments at Woolwich, as sanctioned at various times by the Lords of the Treasury, to expedite urgent Services.

STATEMENT showing the EXPENDITURE included under Votes 4, 5, 6, and 7, occasioned by the Kaffir War, so far as the same can be ascertained.

	For the Regular Forces.	For Temporary Levies.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.
VOTE 4.—ESTABLISHMENTS, UNITED KINGDOM AND COLONIES :			
Salaries, Ordnance Establishments Abroad - - - -	27 12 -	- - -	27 12 -
Allowances - - ditto - - ditto - - - -	208 5 -	- - -	208 5 -
Salaries, Barrack Establishments - ditto - - - -	45 - 2	- - -	45 - 2
Pay of Clerks of Works, &c. - - ditto - - - -	122 17 6	- - -	122 17 6
Lodging Money and Hire of Buildings, ditto - - - -	222 7 4	- - -	222 7 4
VOTE 5.—WAGES, ARTIFICERS AND LABOURERS :			
Wages of Artificers and Labourers Abroad - - - -	84 3 9	- - -	84 3 9
VOTE 6.—ORDNANCE STORES :			
Supply and Repair of Small Arms - - - - -	- - -	146 7 -	146 7 -
Miscellaneous Stores - - - - -	11 10 9	225 1 11	236 12 8
VOTE 7.—WORKS, BUILDINGS AND REPAIRS :			
Repairs, Barracks Abroad - - - - -	65 18 1	- - -	65 18 1
Defensible Works and Repairs - - - - -	2,706 8 6	- - -	2,706 8 6
£.	3,494 3 1	371 8 11	3,865 12 -

DETAILED ACCOUNT of the RECEIPT and EXPENDITURE for ORDNANCE SERVICES, for the Year ended
31 March 1854.

HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER.	EXPENDITURE, 1853-54.	ESTIMATE, 1853-54.	EXPENDED	
			Less than Estimate.	More than Estimate.
VOTE No. 1.				
PAY AND ALLOWANCES OF ORDNANCE MILITARY CORPS:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
PAY:				
Pay - - - - -	612,882 6 5	618,207 - -	5,324 13 7	—
Additional Pay for Brevet Rank, Length of Ser- vice, &c. - - - - -	15,023 16 6	18,628 - -	3,604 3 6	—
Extra Pay to Officers, Royal Engineers - - -	28,658 9 1	28,973 - -	314 10 11	—
Command and Staff Pay - - - - -	9,482 14 3	9,528 - -	45 5 9	—
Allowances to Officers and others, acting as Adju- tants, Quartermasters, &c. - - - - -	1,553 7 11	1,122 - -	- - -	431 7 11
Ditto - to Non-Commissioned Officers - - -	1,697 4 9	1,125 - -	- - -	572 4 9
Beer Money - - - - -	16,292 19 10	17,373 - -	1,080 - 2	—
Allowance to Tower Keepers - - - - -	392 3 -	340 - -	- - -	52 3 -
ALLOWANCES:				
Allowances in lieu of House Rent and Lodging } Money (including Allowance to Married Soldiers) }	2,317 13 9	2,576 - -	258 6 3	—
Allowance in lieu of Servants - - - - -	8,703 7 -	8,970 - -	266 13 -	—
Ditto - ditto - Forage - - - - -	3,693 14 6	3,829 - -	135 5 6	—
Ditto - in aid of Officers' Mess - - - - -	2,978 3 11	3,563 - -	584 16 1	—
Ditto - for Postage and Stationery - - - -	1,533 1 10	1,480 - -	- - -	53 1 10
Ditto - for Repair of Arms, &c. - - - -	7,419 14 6	5,331 - -	- - -	2,088 14 6
Ditto - for Farriery - - - - -	1,907 10 6	1,965 - -	57 9 6	—
Field Allowances - - - - -	716 13 7	- Nil -	- - -	716 13 7
Consolidated Allowances, Hong Kong and St. } Helena, in lieu of Issues in kind - - - }	1,498 - 5	2,362 - -	863 19 7	—
Allowances to Officers at Sundry Foreign Stations, } in consequence of the High Price of Provisions }	166 5 -	- Nil -	- - -	166 5 -
CLOTHING:				
Clothing for Ordnance Corps - - - - -	44,392 - 5	41,635 - -	- - -	2,757 - 5
HOSPITAL EXPENSES:				
Pay of Clerks and others employed in Hospitals, } Medicines, Medical Comforts, &c. (after deducting } Stoppages in aid) - - - - -	3,334 15 2	2,659 - -	- - -	675 15 2
DIVINE SERVICE:				
Allowances to Officiating Clergymen, and Cost of } Religious Books - - - - -	987 9 -	616 - -	- - -	371 9 -
LIBRARIES AND SCHOOLS:				
Libraries - - - - -	431 - -	394 - -	- - -	37 - -
Schools - - - - -	548 18 2	574 - -	25 1 10	—
MOVEMENT OF TROOPS:				
Conveyance, Travelling Expenses, and Marching } Money - - - - -	10,802 9 4	6,537 - -	- - -	4,265 9 4
Allowance to Innkeepers - - - - -	963 16 9	300 - -	- - -	663 16 9
RECRUITING:				
Levy Money - - - - -	19,012 7 4	8,444 - -	- - -	10,568 7 4
Purchase of Horses - - - - -	21,172 - 4	8,503 - -	- - -	12,669 - 4
Other Recruiting Expenses - - - - -	4,914 5 9	3,355 - -	- - -	1,559 5 9
Carried forward - - - £	823,476 9 -	798,389 - -	12,560 5 8	37,647 14 8

DETAILED ACCOUNT of the Ordnance Receipt and Expenditure—*continued.*

HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER.	EXPENDITURE, 1853-54.			ESTIMATE, 1853-54.			EXPENDED					
							Less than Estimate.			More than Estimate.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Brought forward - - - £.	823,476	9	-	798,389	-	-	12,560	5	8	37,647	14	8..
VOTE No. 1— <i>continued.</i>												
PAY AND ALLOWANCES, &c.— <i>continued.</i>												
AGENCY :												
Agency as borne on the Establishment of the } several Military Corps - - - - }	7,979	16	2	7,668	-	-	-	-	-	311	16	2
REGIMENTAL SAVINGS BANKS :												
Charges for Interest on Deposits - - - -	1,274	1	11	300	-	-	-	-	-	974	1	11
MISCELLANEOUS :												
Sundry Miscellaneous Disbursements - - -	1,780	19	7	1,150	-	-	-	-	-	630	19	7
£.	834,511	6	8	807,507	-	-	12,560	5	8	39,564	12	4
VOTE No. 2.												
COMMISSARIAT AND BARRACK SUPPLIES.												
COMMISSARIAT SUPPLIES :												
Bread and Meat for the Troops in the United } Kingdom - - - - - }	-	Nil.	-	-	Nil.	-	-	-	-	-	-	-
Forage (after deducting Stoppages in aid) - -	168,782	1	9	149,451	-	-	-	-	-	19,331	1	9
Fuel and Light, including Money Allowances in } lieu thereof - - - - - }	73,466	2	6	65,161	-	-	-	-	-	8,305	2	6
Paillasse Straw - - - - -	7,045	-	9	6,571	-	-	-	-	-	474	-	9
Miscellaneous Expenses - - - - -	120	18	-	500	-	-	379	2	-	-	-	-
BARRACK SUPPLIES :												
Bedsteads, Bedding, Furniture, &c. for Barracks } and Hospitals at Home and Abroad - - - }	65,452	8	5	57,829	-	-	-	-	-	7,623	8	5
GREAT COATS AND CLOTHING :												
Great Coats for the Army and Militia - - -	28,720	5	-	27,160	-	-	-	-	-	1,560	5	-
Winter Clothing for Troops in Canada - - -	1,453	1	4	3,244	-	-	1,790	18	8	-	-	-
Clothing for Militia - - - - -	64,873	3	9	50,648	-	-	-	-	-	14,225	3	9
Clothing for Colonial Corps, Recruiting Districts } and Garrisons - - - - - }	6,641	13	1	6,261	-	-	-	-	-	380	13	1
Clothing for Enrolled Pensioners - - - -	4,088	18	2	3,392	-	-	-	-	-	696	18	2
Clothing, Necessaries and Implements for Military } Prisons - - - - - }	2,025	17	10	3,000	-	-	974	2	2	-	-	-
£.	422,669	10	7	373,217	-	-	3,144	2	10	52,596	13	5
VOTE No. 3.												
ORDNANCE OFFICE.												
Salaries of Officers and Clerks - - - - }	56,042	4	5	56,963	-	-	920	15	7	-	-	-
Ditto - Housekeepers, Doorkeepers, Porters, &c. - }												
Postage - - - - -	7,441	13	10	8,000	-	-	558	6	2	-	-	-
Law Charges - - - - -	3,931	16	1	3,500	-	-	-	-	-	431	16	1
Rents, Rates and Taxes - - - - -	2,014	1	5	1,895	-	-	-	-	-	119	1	5
Contingencies, including the Salaries of Persons } temporarily employed - - - - - }	3,496	12	2	3,611	-	-	114	7	10	-	-	-
£.	72,926	7	11	73,969	-	-	1,593	9	7	550	17	6

DETAILED ACCOUNT of the Ordnance Receipt and Expenditure—*continued*.

HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER.	EXPENDITURE, 1853-54.			ESTIMATE, 1853-54.			EXPENDED					
							Less than Estimate.			More than Estimate.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
VOTE No. 4.												
ESTABLISHMENTS IN THE UNITED KINGDOM AND COLONIES.												
ORDNANCE ESTABLISHMENTS :												
Salaries, Ordnance Establishments at Home - -	37,682	18	6	37,606	-	-	-	-	-	76	18	6
Allowances - - - ditto - - - ditto - -	1,006	18	-	634	-	-	-	-	-	372	18	-
Rents, Rates and Taxes - - - ditto - -	11,646	5	3	11,388	-	-	-	-	-	258	5	3
Local Expenditure for Travelling, Surveys of Stores, and other Contingencies, Ordnance Establishments at Home - - - - -	4,284	7	7	3,137	-	-	-	-	-	1,147	7	7
Salaries, Ordnance Establishments Abroad - -	32,384	2	8	34,384	-	-	1,999	17	4	-	-	-
Allowances - - - ditto - - - ditto - -	5,579	3	5	3,291	-	-	-	-	-	2,288	3	5
Rents, Rates and Taxes - - - ditto - -	846	9	3	889	-	-	42	10	9	-	-	-
Local Expenditure for Travelling, Surveys of Stores, and other Contingencies, Ordnance Establishments Abroad - - - - -	1,624	7	4	4,904	-	-	3,279	12	8	-	-	-
Signal Stations - - - - -	605	19	3	926	-	-	320	-	9	-	-	-
BARRACK ESTABLISHMENTS :												
Salaries, Barrack Establishments at Home - -	23,209	4	5	23,418	-	-	208	15	7	-	-	-
Allowances - - - ditto - - - ditto - -	2,120	2	4	2,160	-	-	39	17	8	-	-	-
Travelling and Miscellaneous - ditto - -	2,763	19	4	2,700	-	-	-	-	-	63	19	4
Rents, Rates and Taxes - - - ditto - -	17,758	7	5	17,287	-	-	-	-	-	471	7	5
Washing Bedding, &c. - - - ditto - -	5,678	11	6	15,534	-	-	9,855	8	6	-	-	-
Local Expenditure for Lighting, Sweeping Chimneys, Whitewashing, and other Contingencies, Barrack Establishments at Home - - -	8,646	16	3	11,802	-	-	3,155	3	9	-	-	-
Salaries, Barrack Establishments Abroad - -	12,565	13	8	12,180	-	-	-	-	-	385	13	8
Allowances - - - ditto - - - ditto - -	418	7	-	472	-	-	53	13	-	-	-	-
Rents, Rates and Taxes - - - ditto - -	2,877	15	5	3,181	-	-	303	4	7	-	-	-
Washing Bedding, &c., ditto - - - ditto - -	7,009	2	10	9,113	-	-	2,103	17	2	-	-	-
Local Expenditure for Travelling, Lighting, Sweeping Chimneys, Whitewashing and other Contingencies, Barrack Establishments Abroad - - -	6,655	16	6	8,119	-	-	1,463	3	6	-	-	-
CLERKS of WORKS, &c. :												
Pay of Clerks of Works, Foremen, Clerks, Office Keepers, &c., at Home - - - - -	29,994	8	-	26,983	-	-	-	-	-	3,011	8	-
Ditto - ditto - Abroad - - - - -	22,763	-	4	21,756	-	-	-	-	-	1,007	-	4
LODGING MONEY :												
Lodging Money to Regimental and Staff Officers at Home and Abroad, including Hire of Buildings Abroad - - - - -	36,297	8	9	39,793	-	-	3,495	11	3	-	-	-
£.	274,419	5	-	291,657	-	-	26,320	16	6	9,083	1	6
VOTE No. 5.												
WAGES OF ARTIFICERS and LABOURERS, UNITED KINGDOM AND COLONIES.												
Wages of Artificers and Labourers, Ordnance Establishments at Home - - - - -	129,722	1	7	113,018	-	-	-	-	-	16,704	1	7
Ditto - ditto - Abroad - - - - -	20,732	12	4	20,941	-	-	208	7	8	-	-	-
Wages of Masters and Crews of Ordnance Vessels employed in the Conveyance of Stores and Powder at Home - - - - -	4,080	11	7	4,440	-	-	359	8	5	-	-	-
Hire of Lighters at Home - - - - -	438	-	-	538	-	-	100	-	-	-	-	-
Allowances to Fire-masters and to Working Parties on Laboratory Duties Abroad - - - - -	1,847	6	10	2,500	-	-	652	13	2	-	-	-
£.	156,820	12	4	141,437	-	-	1,320	9	3	16,704	1	7

DETAILED ACCOUNT of the Ordnance Receipt and Expenditure—*continued.*

HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER.	EXPENDITURE,			ESTIMATE,			EXPENDED					
	1853-54.			1853-54.			Less than Estimate.			More than Estimate.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
VOTE No. 6.												
ORDNANCE STORES FOR LAND AND SEA SERVICE.												
Supply and Repair of Small Arms - - -	45,320	2	8	135,800	-	-	90,479	17	4	-	-	-
Iron Ordnance, Shot, Shells, &c. for Land and Sea } Service - - - - -	39,346	15	4	31,161	-	-	-	-	-	8,185	15	4
Saltpetre - - - - -	28,436	5	7	15,000	-	-	-	-	-	13,436	5	7
Gunpowder - - - - -	4,846	18	7	9,693	-	-	4,846	1	5	-	-	-
Camp Equipage and Intrenching Tools - -	12,241	10	7	7,790	-	-	-	-	-	4,451	10	7
Miscellaneous Stores - - - - -	109,618	6	11	91,380	-	-	-	-	-	18,238	6	11
Timber - - - - -	22,830	18	6	17,823	-	-	-	-	-	5,007	18	6
Machinery - - - - -	6,383	16	10	6,600	-	-	216	3	2	-	-	-
Accoutrements, Colours, &c. for the Militia - -	61,659	-	3	41,376	-	-	-	-	-	20,283	-	3
Materials for Packing; Freight and Carriage of } Stores - - - - -	14,097	-	10	10,700	-	-	-	-	-	3,397	-	10
Incidental Charges - - - - -	3,466	16	-	3,407	-	-	-	-	-	59	16	-
Repair of Ordnance Vessels, Building and Repair } of Boats, Supply of Sails, &c. - - - - -	1,021	14	5	967	-	-	-	-	-	54	14	5
£.	349,269	6	6	371,697	-	-	95,542	1	11	73,114	8	5
VOTE No. 7.												
WORKS, BUILDINGS, AND REPAIRS.												
PART I.—NEW WORKS AT HOME.												
Cork District:												
Purchase of Poor-house Premises, Fermoy - -	-	-	-	7,100	-	-	7,100	-	-	-	-	-
Dover Division:												
For the Defences of Dover and the Coast of Kent -	28,962	12	4	30,000	-	-	1,037	7	8	-	-	-
Purchase of Land at Hythe for Rifle Practice Range	2,422	13	1	-	Nil	-	-	-	-	2,422	13	1
Dublin District:												
Improving Privies, and Drainage, Athlone - -	639	12	3	924	-	-	284	7	9	-	-	-
Purchase of the Rent-charge now paid for the Site } of Richmond Barracks - - - - -	-	-	-	3,551	-	-	3,551	-	-	-	-	-
Exeter District:												
For the Defence of Portland Harbour - - -	3,279	10	1	5,000	-	-	1,720	9	11	-	-	-
Guernsey and Alderney:												
Improvement of Fortifications - - - - -	57,791	4	4	60,000	-	-	2,208	15	8	-	-	-
London District:												
Converting the vacated part of the Ordnance Office, } Tower, into a Storehouse - - - - -	3,127	18	6	7,848	-	-	4,720	1	6	-	-	-
Repairs to Central portion of the Ordnance Office, } Pall Mall - - - - -	3,050	-	-	3,050	-	-	-	-	-	-	-	-
Reforming Drainage, Windsor, Cavalry Barracks -	15	12	6	2,000	-	-	1,984	7	6	-	-	-
Purchase of Property, Rear of Wellington Barracks	10,375	19	7	10,000	-	-	-	-	-	375	19	7
Additions to Wellington Barracks - - - -	10,055	6	6	10,000	-	-	-	-	-	55	6	6
New Barracks at Kensington - - - - -	-	-	-	5,000	-	-	5,000	-	-	-	-	-
Providing Barrack Cells, Wellington Barracks -	-	-	-	1,400	-	-	1,400	-	-	-	-	-
School Accommodation, Wellington Barracks -	-	-	-	1,200	-	-	1,200	-	-	-	-	-
Manchester District:												
Towards the Erection of the New North Battery, } Liverpool - - - - -	10,001	7	11	10,000	-	-	-	-	-	1	7	11
New Barracks at Sheffield - - - - -	25,007	2	5	25,000	-	-	-	-	-	7	2	5
Erecting Artificers' Shops, and Serjeants' Mess on } Site of Old Buildings - - - - -	1,175	17	3	1,185	-	-	9	2	9	-	-	-
Carried forward - - - £.	155,904	16	9	183,258	-	-	30,215	12	9	2,862	9	6

DETAILED ACCOUNT of the Ordnance Receipt and Expenditure—*continued.*

HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER.	EXPENDITURE, 1853-54.			ESTIMATE, 1853-54.			EXPENDED					
							Less than Estimate.			More than Estimate.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Brought forward - - -	155,904	16	9	183,258	-	-	30,215	12	9	2,862	9	6
VOTE No. 7— <i>continued.</i>												
PART I.—NEW WORKS AT HOME— <i>continued.</i>												
Medway District :												
New Barracks at Sheerness; to construct the Left Wing - - - - -	6,458	-	-	11,000	-	-	4,542	-	-	-	-	-
Drainage of Old Barracks, Sheerness - - - - -	328	14	-	1,112	-	-	783	6	-	-	-	-
Erection of a Tower on the Isle of Grain - - - - -	-	5	7	4,800	-	-	4,799	14	5	-	-	-
Thames Defences - - - - -	4,349	7	7	5,000	-	-	650	12	5	-	-	-
Facing Counterscarp of Fortifications at Sheerness with Stone - - - - -	1,112	8	9	884	-	-	-	-	-	228	8	9
Pembroke :												
Defence of Pembroke Dockyard - - - - -	122	2	-	Nil	-	-	-	-	-	122	2	-
Pater Fort - - - - -	692	4	6	700	-	-	7	15	6	-	-	-
Work on Thorn Island - - - - -	7,000	-	-	12,000	-	-	5,000	-	-	-	-	-
Work at Dale Point - - - - -	863	10	6	7,300	-	-	6,426	9	6	-	-	-
Plymouth Division :												
For closing the Lines of Devonport - - - - -	7,038	13	7	8,000	-	-	961	6	5	-	-	-
Renewing Embrasures and Escarp of Picklecomb Point Battery - - - - -	609	5	9	720	-	-	110	14	3	-	-	-
New Barracks at Devonport - - - - -	6,033	3	10	15,000	-	-	8,966	16	2	-	-	-
Temporary Barracks for 100 Men, and Stabling for 100 Artillery Horses - - - - -	-	-	-	3,000	-	-	3,000	-	-	-	-	-
Portsmouth District :												
Fort at Gosport - - - - -	6,800	8	6	10,000	-	-	3,199	11	6	-	-	-
New Hospital - - - - -	5,652	-	10	5,461	-	-	-	-	-	191	-	10
Fort at Sconce's Point, Isle of Wight - - - - -	28,965	4	1	25,000	-	-	-	-	-	3,965	4	1
Fort at Warden's Ledge, ditto - - - - -	777	15	9	15,000	-	-	14,222	4	3	-	-	-
For Defences of the Coast of Sussex - - - - -	5,021	6	11	5,000	-	-	-	-	-	21	6	11
Erection of a Shell Magazine, Portsmouth - - - - -	1,071	6	2	1,500	-	-	428	13	10	-	-	-
Erection of a Powder Magazine, Gosport Lines - - - - -	961	-	5	1,257	-	-	295	19	7	-	-	-
Defensible Barrack, Hurst Castle - - - - -	1,306	12	9	558	-	-	-	-	-	748	12	9
Repairing 15 Martello Towers on the Coast of Sussex for Armament - - - - -	884	18	-	657	-	-	-	-	-	227	18	-
Temporary Barrack for 100 Men, and Stabling for 100 Artillery Horses - - - - -	3,101	8	9	3,000	-	-	-	-	-	101	8	9
Alterations to Saluting Platform - - - - -	830	16	10	Nil	-	-	-	-	-	830	16	10
Reforming Works at Hurst Castle - - - - -	6	18	-	Nil	-	-	-	-	-	6	18	-
Expense Magazine, &c., Hurst Castle - - - - -	2,126	1	9	Nil	-	-	-	-	-	2,126	1	9
Gosport Coast Defences - - - - -	1,391	17	-	Nil	-	-	-	-	-	1,391	17	-
Woolwich District :												
Additions to Barrack Accommodation, Shoeburyness - - - - -	1,752	6	1	1,475	-	-	-	-	-	277	6	1
Renewing Powder Wharf at Purfleet Magazine - - - - -	1,278	-	-	760	-	-	-	-	-	518	-	-
Renewing Wharf of Main Sluice, Purfleet - - - - -	500	-	-	900	-	-	400	-	-	-	-	-
Erecting a River Wall on the Essex side of the Thames - - - - -	618	5	6	920	-	-	301	14	6	-	-	-
Roofing Iron Store, Royal Arsenal, Woolwich - - - - -	1,142	-	-	1,019	-	-	-	-	-	123	-	-
Purchase of Land at Shoeburyness - - - - -	1,773	5	-	1,727	-	-	-	-	-	46	5	-
Bathing Pond at Woolwich for Troops - - - - -	1,258	3	10	1,300	-	-	41	16	2	-	-	-
Improving the Artillery Practice, Woolwich - - - - -	31	10	-	Nil	-	-	-	-	-	31	10	-
Building New Engine House for Royal Laboratory - - - - -	110	12	7	Nil	-	-	-	-	-	110	12	7
Alterations to Storehouses - - - - -	1,071	6	6	Nil	-	-	-	-	-	1,071	6	6
Yorkshire District :												
Erecting an Additional Story over Stables at Leeds, in connexion with Prisoner and School Vote - - - - -	296	3	2	370	-	-	73	16	10	-	-	-
Carried forward - - - £.	259,242	1	3	328,678	-	-	84,438	4	1	15,002	5	4

DETAILED ACCOUNT of the Ordnance Receipt and Expenditure—*continued.*

HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER.	EXPENDITURE, 1853-54.	ESTIMATE, 1853-54.	EXPENDED			
			Less than Estimate.		More than Estimate.	
	£. s. d.	£. s. d.	£. s. d.		£. s. d.	
Brought forward - - -	259,242 1 3	328,678 - -	84,438 4 1		15,002 5 4	
VOTE No. 7— <i>continued.</i>						
PART I.—NEW WORKS ABROAD.						
Barbadoes :						
Constructing a New Main Drain at St. Ann's -	1,842 18 11	1,893 - -	50 1 1		—	
Bermuda :						
Naval Magazine and Storehouses, Ireland Island -	380 18 4	2,000 - -	1,619 1 8		—	
Canada :						
Rebuilding Ordnance Office and Storehouses at } Quebec - - - - -	1,178 7 7	1,167 - -	- - -		11 7 7	
Rebuilding Bomb-proof Storehouse, No. 1, in the } Citadel at Quebec - - - - -	470 15 7	2,000 - -	1,529 4 5		—	
Rebuilding Artillery Barracks at Quebec, with addi- } tional Quarters for Six Officers - - - - -	1,422 18 6	3,206 - -	1,783 1 6		—	
Purchase of Land at Quebec - - - - -	3,239 15 4	- Nil -	- - -		3,239 15 4	
Demerara :						
Completing Repair of Officers' Quarters, Eve Leary	783 12 7	500 - -	- - -		283 12 7	
Gibraltar :						
New Works - - - - -	8,508 - 10	10,000 - -	1,491 19 2		—	
Grenada :						
Completing New General Hospital - - -	607 8 10	- Nil -	- - -		607 8 10	
Hong Kong :						
Erecting Roofs over Tanks to Barracks - - -	63 1 4	- Nil -	- - -		63 1 4	
Ionian Islands :						
Completing the Construction of Officers' Bomb-proof } Barracks, Citadel of Corfu - - - - -	855 12 9	910 - -	54 7 3		—	
Jamaica :						
Permanent Barracks at Newcastle - - -	1,484 16 4	1,485 - -	- 3 8		—	
Malta :						
Reforming and Improving the Fortifications - -	11,921 - -	12,000 - -	79 - -		—	
Removing Obstructions and repairing Bastions, } Floriana - - - - -	958 6 1	1,000 - -	41 13 11		—	
Mauritius :						
Improvement of the Defences, Fort George - -	9,121 1 2	10,000 - -	878 18 10		—	
Nova Scotia :						
Towards the completion of the Citadel, Halifax -	2,923 11 5	3,513 - -	589 8 7		—	
Construction of a New Barrack at Fort Needham, } near Halifax - - - - -	5,800 - -	12,981 - -	7,181 - -		—	
Military Prisons, &c. :						
Military Prisons at Home and Abroad - - -	4,520 14 7	15,000 - -	10,479 5 5		—	
Washing Places - - ditto - - - - -	2,071 3 10	2,000 - -	- - -		71 3 10	
Regimental Schools - ditto - - - - -	8,590 15 8	20,000 - -	11,409 4 4		—	
Pensioners' Establishments - - - - -	769 1 11	1,000 - -	230 18 1		—	
Carried forward - - £.	326,756 2 10	429,333 - -	121,855 12 -		19,278 14 10	

DETAILED ACCOUNT of the Army Receipt and Expenditure—continued.

HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER.	EXPENDITURE, 1853-54.			ESTIMATE, 1853-54.			EXPENDED					
							Less than Estimate.			More than Estimate.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Brought forward - - -	326,756	2	10	429,333	-	-	121,855	12	-	19,278	14	10
VOTE No. 7—continued.												
PART II.												
VARIOUS ALTERATIONS and IMPROVEMENTS, each under £.1,000.												
AT HOME:												
Belfast District - - - - -	1,918	2	3	2,186	-	-	267	17	9	-	-	-
Cork - ditto - - - - -	796	5	3	1,131	-	-	334	14	9	-	-	-
Dover - ditto - - - - -	3,346	2	11	3,484	-	-	137	17	1	-	-	-
Dublin - ditto - - - - -	1,449	7	11	2,077	-	-	627	12	1	-	-	-
Eastern - ditto - - - - -	182	16	1	206	-	-	23	3	11	-	-	-
Exeter - ditto - - - - -	1,188	2	2	1,144	-	-	-	-	-	44	2	2
Guernsey ditto - - - - -	551	10	3	878	-	-	326	9	9	-	-	-
Jersey - ditto - - - - -	177	9	9	189	-	-	11	10	3	-	-	-
Kilkenny ditto - - - - -	562	17	10	931	-	-	368	2	2	-	-	-
Limerick ditto - - - - -	1,094	7	5	1,158	-	-	63	12	7	-	-	-
London - ditto - - - - -	472	1	10	1,553	-	-	1,080	18	2	-	-	-
Manchester ditto - - - - -	1,972	6	2	2,550	-	-	577	13	10	-	-	-
Medway ditto - - - - -	3,348	9	4	1,918	-	-	-	-	-	1,430	9	4
Midland ditto - - - - -	1,066	16	-	1,212	-	-	205	4	-	-	-	-
North Britain - - - - -	2,465	1	4	3,030	-	-	564	18	8	-	-	-
Plymouth District - - - - -	1,767	9	7	1,633	-	-	-	-	-	134	9	7
Portsmouth ditto - - - - -	1,921	5	-	1,631	-	-	-	-	-	290	5	-
Woolwich ditto - - - - -	2,808	13	4	3,254	-	-	445	6	8	-	-	-
Yorkshire ditto - - - - -	1,284	14	4	1,894	-	-	609	5	8	-	-	-
ABROAD:												
Antigua - - - - -	206	11	7	528	-	-	321	8	5	-	-	-
Barbados - - - - -	177	10	4	224	-	-	46	9	8	-	-	-
Bermuda - - - - -	1,032	16	8	1,460	-	-	427	3	4	-	-	-
Canada - - - - -	517	8	8	615	-	-	97	11	4	-	-	-
Cape of Good Hope - - - - -	286	15	2	308	-	-	21	4	10	-	-	-
Ceylon - - - - -	277	13	11	294	-	-	16	6	1	-	-	-
Demerara and Berbice - - - - -	826	-	5	788	-	-	-	-	-	38	-	5
Gibraltar - - - - -	1,053	5	-	1,809	-	-	755	15	-	-	-	-
Grenada - - - - -	261	13	2	145	-	-	-	-	-	116	13	2
Hong Kong - - - - -	300	7	8	560	-	-	259	12	4	-	-	-
Ionian Islands - - - - -	161	11	9	313	-	-	151	8	3	-	-	-
Jamaica - - - - -	483	18	-	1,012	-	-	528	2	-	-	-	-
Malta - - - - -	1,511	7	-	2,624	-	-	1,112	13	-	-	-	-
Mauritius - - - - -	70	13	5	488	-	-	417	6	7	-	-	-
New Zealand - - - - -	67	7	-	138	-	-	70	13	-	-	-	-
Nova Scotia - - - - -	620	12	-	890	-	-	269	8	-	-	-	-
St. Christopher - - - - -	44	3	5	45	-	-	-	16	7	-	-	-
St. Helena - - - - -	53	12	2	49	-	-	-	-	-	4	12	2
St. Lucia - - - - -	48	7	2	216	-	-	167	12	10	-	-	-
Trinidad - - - - -	332	9	6	362	-	-	29	10	6	-	-	-
PART III.												
ORDINARY AND CURRENT REPAIRS:												
Ordinary and Current Repairs; Ordnance, Home -	38,790	16	4	33,442	-	-	-	-	-	5,348	16	4
Ditto - - - ditto - - Ordnance, Abroad -	17,260	14	11	17,857	-	-	596	5	1	-	-	-
Ditto - - - ditto - - Barracks, Home -	116,180	8	-	113,139	-	-	-	-	-	3,041	8	-
Ditto - - - ditto - - Barracks, Abroad -	51,613	1	6	56,957	-	-	5,343	18	6	-	-	-
SPECIAL SERVICES:												
Urgent and Unforeseen Services ordered by Go- vernors, as per Statement of Particulars annexed }	7,432	16	7	-	Nil	-	-	-	-	7,432	16	7
£.	594,682	2	11	695,655	-	-	138,133	4	8	37,160	7	7

DETAILED ACCOUNT of the Ordnance Receipt and Expenditure—*continued.*

HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER.	EXPENDITURE, 1853-54.	ESTIMATE, 1853-54.	EXPENDED			
			Less than Estimate.		More than Estimate.	
	£. s. d.	£. s. d.	£. s. d.		£. s. d.	
VOTE No. 8.						
SCIENTIFIC BRANCH.						
ORDNANCE SURVEYS:						
Expense of Four Companies of Sappers and Miners raised for the Surveys in the United Kingdom -						
Working Pay of Sappers and Miners - - -						
Extra Pay and Allowances to Officers of Royal Engineers employed on Surveys - - -						
Travelling Expenses, Officers of Royal Engineers employed on Surveys - - -	91,744 17 9	96,000 - -	4,255 2 3		—	
Pay of Surveyors - - -						
Wages of Civil Assistants and Labourers - -						
Conveyance of Working Parties, and other Contingencies - - -						
Travelling Expenses of Surveyors - - -						
ROYAL MILITARY ACADEMY:						
Salary of the Lieutenant Governor - - -	400 - -	400 - -	—		—	
Pay, Clothing, &c., of Cadet Company - - -	9,785 19 11	10,015 - -	229 - 1		—	
Salaries of the Civil Establishment - - -	7,473 13 8	7,293 - -	- - -		180 13 8	
Contingencies - - -	2,936 5 1	2,975 - -	38 14 11		—	
JUNIOR ESTABLISHMENT AT CARSHALTON - -	4,989 15 -	4,800 - -	- - -		189 15 -	
ESTABLISHMENT AT CHATHAM:						
For the Instruction of the Royal Engineer Department - - -	3,537 9 2	3,916 - -	378 10 10		—	
Contingencies for Experimental purposes - -	174 5 6	100 - -	- - -		74 5 6	
DIRECTOR OF ARTILLERY STUDIES, WOOLWICH -	532 2 1	220 - -	- - -		312 2 1	
MILITARY REPOSITORY:						
Allowances to Officers and Non-commissioned Officers, for teaching the Use of Military Machines, Woolwich - - -	595 8 10	566 - -	- - -		29 8 10	
MAGNETIC OBSERVATIONS:						
Extra Pay and Allowances of a Lieutenant-colonel of the Royal Artillery, employed at Woolwich superintending the Publication of Magnetic Observations - - -	30 5 3 (Excess of Receipts.)	178 - -	208 5 3		—	
DRAUGHTSMEN:						
Pay of two Draughtsmen employed on Maps, &c., in the Inspector-General of Fortifications Office -	937 10 -	750 - -	- - -		187 10 -	
£.	123,077 1 9	127,213 - -	5,109 13 4		973 15 1	
VOTE No. 9.						
NON-EFFECTIVE SERVICES, MILITARY AND CIVIL.						
MILITARY:						
Retired Full and Half Pay, Pensions, &c. - -	82,501 9 1	86,742 - -	4,240 10 11		—	
Widows' Pensions - - -	16,792 5 3	16,606 - -	- - -		186 5 3	
Compassionate Allowances - - -	4,972 - 1	4,963 - -	- - -		9 - 1	
CIVIL:						
Superannuated and Reduced Civil Officers - -	48,191 3 7	50,412 - -	2,220 16 5		—	
Pensions to Artificers and Labourers - - -	6,791 10 8	7,548 - -	756 9 4		—	
Pensions to Widows of Civil Officers and Labourers -	4,360 10 10	4,944 - -	583 9 2		—	
£.	163,608 19 6	171,215 - -	7,801 5 10		195 5 4	

BALANCE SHEET, showing the Ledger Balances on the 31st March 1855, the Date on which the preceding Account of RECEIPT and EXPENDITURE was closed; also, the NET AVAILABLE BALANCE remaining on that Day applicable to the still open Account of 1854-55, and the Amount of the Balance unappropriated on the Grants for 1853-54, as stated on the preceding Account.

N. B.—To obviate the necessity of introducing into the following Statement the separate results of all the Accounts, the Balances on the Ledger are shown in *Classes*, except in those instances in which it has been deemed advisable to add special explanations, with the view of illustrating the principle upon which the Account has been prepared, and the final Balance struck. The Account is one of Receipt and Expenditure within the Year, and has been kept open for Twelve Months after the expiration of the Year to which it refers, that all Payments posted within that period, relating to the said Year, might be included in it, and the whole expenditure on Imprests be finally audited before declaring the Net Available Balance. The postings of the Receipts and Payments comprised in that Account being therefore spread over a period of two complete Years, the proof of the correctness of the Amount of the Balance unappropriated on the Grants for 1853-54 may be shown either by the Balances which remained on the Books at the Date to which the Account of Receipt and Expenditure extends (*viz.* 31 March 1854), or by those which remained at the Date when it was definitively closed (*viz.* 31 March 1855). The Balance Sheet at the latter Date is given, as it exhibits a more complete Statement of the Account.

No. of Accounts.	DESCRIPTION OF ACCOUNT.	Drs.			Crs.		
1	HER MAJESTY'S EXCHEQUER:	£.	s.	d.	£.	s.	d.
	For Balance of Ordnance Grants unissued on 31st March 1855 -	482,961	-	-	—		
1	PAYMASTER-GENERAL:						
	For Ordnance Cash Balance on 31st March 1855 - - -	-	-	-	6,277	1	11
1	ORDERS PAYABLE:						
	For Bills ordered for Payment, but remaining unpaid on 31st March 1855 - - - - -	-	-	-	237,695	15	5
1	PROPERTY AND INCOME TAX:						
	For Deductions from the Ordnance Department, remaining to be paid to the Commissioners of Inland Revenue - - - - -	-	-	-	2,954	18	10
1	MESSRS. COX & CO. (MILITARY PAYMASTERS):						
	For Balance outstanding as an Imprest against them on 31st March 1855 - - - - -	875,813	2	5	—		
44	ORDNANCE STOREKEEPERS AT HOME:						
	For Balances as above - - - - -	301,428	8	3	—		
85	ORDNANCE STOREKEEPERS ABROAD:						
	For Balances as above - - - - -	169,191	1	3	3,339	11	7
129	BARRACK MASTERS:						
	For Balances as above - - - - -	20,345	16	6	83	7	8
22	ENGINEER OFFICERS EMPLOYED ON SURVEYS:						
	For Balances as above - - - - -	25,990	17	-	—		
34	SUNDRY PERSONS:						
		£.	s.	d.			
	1. William Booth, Clerk of Survey, Dublin -	18,965	19	1			
	1. Thomas Clarke, late Ordnance Solicitor -	13,535	14	7			
	1. C. G. Bannister, Ordnance Solicitor -	16,907	9	-			
	31. Sundry Persons - - - - -	48,911	7	3			
		£. 98,320	9	11			
	For Balances as above - - - - -	98,320	9	11	1,277	15	7
1	COMMISSARIAT CHEST ADVANCE ACCOUNT:						
	For Balance as above - - - - -	393,577	15	11	—		
320	- - - - - Carried forward - - -	£. 2,367,628	11	3	251,628	11	-

BALANCE SHEET, showing the Ledger Balances on the 31st March 1855—continued.

Number of Accounts.	DESCRIPTION OF ACCOUNT.	Drs.			Crs.		
		£.	s.	d.	£.	s.	d.
320	- - - - - Brought forward - - -	2,367,628	11	3	251,628	11	-
1	COMMISSARIAT CHEST ISSUE ACCOUNT, 1854-55 : For Amount of Advances from the Chests on Account of Ordnance } Services for the Year 1854-55, not yet claimed . . . }	-	-	-	304,423	6	-
1	COMMISSARIAT CHEST RECEIPT ACCOUNT, 1854-55 : For Balance on account of Payments into the Chests in 1854-55, } by Ordnance Storekeepers Abroad - - - - - }	24,045	9	1	-	-	-
15	LORDS OF THE TREASURY : For the following Balances, viz. 1.—Balance due on account of Commissariat Services Abroad - 2.—Ditto - - ditto - - Convict Services Abroad - - 3.—Ditto - - ditto - - Magnetic Observations - - 4.—Ditto - - ditto - - Meteorological Observations - 5.—Ditto - - ditto - - Miscellaneous Services - - 6.—Ditto - - ditto - - Pay, &c., of Royal Sappers and } Miners employed in South Australia - - - }	53,547	-	5	-	-	-
	7.—Ditto - - ditto - - Erecting Lighthouses, Bahamas -	35,641	16	5	-	-	-
	8.—Ditto - - ditto - - ditto - Newfoundland -	51	13	8	-	-	-
	9.—Ditto - - ditto - - Commissariat Transport Service -	105	10	11	-	-	-
	10.—Ditto - - ditto - - Debtors' Prison, Dover Castle -	24	6	-	-	-	-
	11.—Ditto - - ditto - - Convict Services, Spike Island -	411	3	1	-	-	-
	12.—Ditto - - ditto - - Instruments for measuring Earth- } quakes - - - - - }	10	-	6	-	-	-
	13.—Ditto - - ditto - - Experiments - - - -	225	12	-	-	-	-
	14.—Ditto - - ditto - - Expenses of the Militia in Camp	7	13	-	-	-	-
	15.—Ditto - - ditto - - Expenses of the Encampment at } Chobham Common - - - - - }	566	-	11	-	-	-
1	DIRECTORS OF PRISONS, CONVICT SERVICES, HOME: For Balance due on account of Convict Services, Home - -	34,604	17	9	-	-	-
3	LORDS OF THE ADMIRALTY : For the following Balances, viz. 1.—Balance due for Stores supplied - - - - - 2.—Ditto - - for Works at Bull Point - - - - - 3.—Ditto - - for Passage of Ordnance Officers, &c. - -	2,628	1	8	-	-	-
		4,138	4	4	-	-	-
		5,549	16	8	-	-	-
1	SECRETARY OF STATE FOR THE COLONIES : For Extra Pay to an Officer of the Royal Engineers for superin- } tending the erection of Cottages for Military Pensioners, Falk- } land Islands - - - - - }	430	1	8	-	-	-
1	SECRETARY OF STATE FOR FOREIGN AFFAIRS : For Balance due on account of the Employment of Officers of } Ordnance Military Corps in Turkey - - - - - }	1,094	17	-	-	-	-
1	THE SECRETARY AT WAR : For Balance due on account of Stores supplied - - - -	2,424	6	10	-	-	-
1	COMMISSIONERS OF CUSTOMS : For Balance due on account of Stores supplied to the Coast-Guard } in the United Kingdom - - - - - }	3,437	5	5	-	-	-
345	- - - - - Carried forward - - - £.	2,543,914	16	4	556,051	17	-

BALANCE SHEET, showing the Ledger Balances on the 31st March 1855—*continued*.

Number of Accounts.	DESCRIPTION OF ACCOUNT.	Drs.			Crs.		
		£.	s.	d.	£.	s.	d.
345	- - - - - Brought forward - - -	2,543,914	16	4	556,051	17	-
1	COMMISSIONERS OF INLAND REVENUE: For Balance due on account of Stores supplied for Service of the Revenue Police, Ireland - - - - - }	1,531	10	3	—		
1	COMMISSIONERS OF SEWERS: For Balance due on account of the Survey of London - - -	24,212	17	5	—		
1	COLONIAL GOVERNMENT, CAPE OF GOOD HOPE: For Balance due on account of Works, &c., British Kaffraria - - -	-	-	-	36	1	10
1	COLONIAL AGENT, CEYLON: For Balance due on account of Stores supplied - - - - -	3,725	9	5	—		
2	COLONIAL AGENT, NEW SOUTH WALES: For Balance due on account of Stores supplied - - - - -	25,831	17	7	—		
1	COLONIAL AGENT, WESTERN AUSTRALIA: For Balance due on account of Stores supplied - - - - -	21,730	8	-	—		
1	COLONIAL AGENT, VAN DIEMEN'S LAND: For Balance due on account of Stores supplied - - - - -	508	4	1	—		
1	COLONIAL AGENT, GOLD COAST: For Balance due on account of Stores supplied - - - - -	55	-	3	—		
1	COLONIAL GOVERNMENT, ADELAIDE, SOUTH AUSTRALIA: For Balance due on account of Stores supplied - - - - -	130	-	-	—		
1	COMMANDANT, ROYAL MILITARY ASYLUM, CHELSEA: For Balance due on account of Stores supplied, Royal Military Asylum - - - - - }	403	7	8	—		
1	BOARD OF HEALTH: For Balance due on account of Survey of Towns - - -	20,393	12	5	—		
1	CONSTABULARY RECEIVER, IRELAND: For Balance due on account of Stores supplied - - - - -	40,971	12	6	—		
1	THE EAST INDIA COMPANY: For Balance due on account of Stores supplied - - - - -	6,802	8	4	—		
1	THE MOORISH GOVERNMENT: For Balance due on account of Stores supplied - - - - -	55	2	-	—		
1	MESSING CIVIL OFFICERS: For Balance due on account of Payments by Civil Officers for their Mess on board Ship, not yet claimed by the Admiralty - }	-	-	-	18	8	4
1	MESSING MILITARY OFFICERS: For Balance due by sundry Military Officers for their Mess on board Ship - - - - - }	390	18	6	—		
1	EFFECTS AND CREDITS, CIVIL OFFICERS: For Balance on account of the Effects and Credits of deceased Civil Officers - - - - - }	-	-	-	35	15	2
1	EFFECTS AND CREDITS, MILITARY OFFICERS: For Balance on account of the Effects and Credits of deceased Military Officers - - - - - }	-	-	-	1,703	15	11
1	REGIMENTAL SAVINGS BANKS DEPOSIT ACCOUNT: For Balance of Deposits remaining to be invested at this date -	-	-	-	1,482	18	11
365	- - - - - Carried forward - - - £.	2,690,657	4	9	559,328	17	2

BALANCE SHEET, showing the Ledger Balances on the 31st March 1855—continued.

Number of Accounts.	DESCRIPTION OF ACCOUNT.	Drs.		Crs.	
		£.	s. d.	£.	s. d.
365	- - - - - Brought forward - - -	2,690,657	4 9	559,328	17 2
1	REGIMENTAL SAVINGS BANKS INVESTMENT ACCOUNT:				
	For Amount invested in the 3 per Cent. Consols and 3½ per Cents., under Provisions of the Act 8 & 9 Vict. c. 27 - - - }	-	- -	33,891	7 6
1	COMMISSIONERS FOR THE REDUCTION OF THE NATIONAL DEBT:				
	For the Purchase of Stock in the 3 per Cent. Consols - - -	35,374	6 5	—	
1	EXTRA RECEIPT MONEYS:				
	For Receipts on account of Ordnance Rents, Rent of Canteens, Sale of Old Stores, &c. &c., remaining to be paid into the Ex- chequer - - - - - }	-	- -	50,430	5 8
	NET AVAILABLE BALANCE on 31st March 1855 - - -	-	- -	2,082,381	- 10
368		£.	2,726,031 11 2	2,726,031	11 2
	NET AVAILABLE BALANCE brought down - - - - -			2,082,381	- 10
	As the foregoing Balance includes the Sums belonging to the Accounts of 1854-55, the following Statement of the Amount due on the Grants for that Year is given, in order to show the Balance unappropriated on the Grants of 1854-55 (as stated in the preceding Account), on 31st March 1855, when the Account of that Year was closed:				
		£.	s. d.		
	GRANTS for the Year 1854-55, per 17 & 18 Vict. c. 121 - - -	4,583,701	- -		
	Ditto - - ditto Supplementary Estimate voted March 1855 - -	1,402,961	- -		
		5,986,662	- -		
	Deduct,—Amount voted for Forage, and directed to be trans- ferred to the War Department, per Treasury Letter, dated 9 March 1855 - - - - - }	240,300	- -		
		5,746,362	- -		
231	Deduct,—Net Expenditure for the Year 1854-55, passed to Account up to 31st March 1855 - - - - - }	3,725,563	6 -	2,020,798	14 -
	AMOUNT of BALANCE UNAPPROPRIATED on the Grants for 1853-54 - - - - - }	£.		61,582	6 10
	The same Result may be obtained from the Balance Account ended 31st March 1854:				
	NET AVAILABLE BALANCE of 1853-54 on the Books ended 31st March 1854 - - -	-	-	1,349,704	13 9
		£.	s. d.		
	NET EXPENDITURE of 1853-54, passed to Account subsequently to the 31st March 1854, when the preceding Account was struck - }	1,174,250	7 -		
	Unappropriated Balance on the Grants for 1852-53, withdrawn as a Saving to be applied in aid of "Ways and Means" for 1855-56 - - - - - }	113,871	19 11	1,288,122	6 11
599	AMOUNT UNAPPROPRIATED of 1853-54, as above - - -	£.		61,582	6 10

(signed) W. MONSELL.

(Examined)
Charles Vine.

PARTICULARS of the EXPENSE of URGENT and UNFORESEEN SERVICES at the Undermentioned COLONIES, not provided for by Parliament, but which have been allowed under the several Authorities hereafter quoted, and charged under the Special Head of "Services ordered by Governors."

DATE OF AUTHORITY.					
		AUSTRALIA:	£.	s.	d.
		SYDNEY:			
20 September 1854	- Board	- Repairs to Ordnance Magazine - - - -	144	5	-
		PERTH:			
15 April - 1854	- Treasury	- Building additional Room, &c., to Soldiers' Barracks	464	5	-
		BARBADOS:			
6 April - 1853	- Board	- Filling up Pond of Stagnant Water near the General Hospital - - - - -	-	-	-
		BERMUDA:			
31 May - 1854	- Treasury	- Fitting up Room in Dock yard - - - -	46	15	10
6 February - -	- ditto	- Erecting Sheds at Ports Island - - - -	151	13	8
31 May - -	- ditto	- Repairing Drain of Privy, Hamilton - - - -	14	11	3
		CAPE OF GOOD HOPE:			
		GRAHAM'S TOWN:			
16 October 1852	- ditto	- Erecting Picket Tower, Keiskamma Hoek - -	1	11	3
22 April - 1853	- ditto	- Fixing Lightning Conductor to Tower, Fort Brown	5	18	6
15 July - -	- ditto	- Constructing Commissariat Store at King William's Town - - - - -	27	12	7
8 November 1850	- ditto	- Cape Corps Barracks, King William's Town	41	-	1
22 April - 1853	- ditto	- Building Lean-to, Barrack Office, King William's Town - - - - -	19	11	3
9 December - -	- ditto	- Building Surf Boatmen's Huts, East London -	29	8	7
12 April - 1854	- ditto	- Erecting temporary Post, Bailey's Grave -	15	10	-
12 April - -	- ditto	- Building temporary Commissariat Store Hut, Bailey's Grave - - - - -	13	11	8
12 April - -	- ditto	- Repairs to the Defences at Post Victoria -	113	3	11
13 February - -	- ditto	- Building Inclosure Wall and Guard-house, East London - - - - -	61	9	11
13 February - -	- ditto	- Building Redoubt at King William's Town -	97	16	11
3 April - -	- ditto	- Building a Defensible Guard-house, Mundell's Krantz - - - - -	86	11	10
26 May - -	- ditto	- Building a Cook-house at Bailey's Grave - -	8	14	3
18 April - -	- ditto	- Building Magazine, King William's Town -	117	14	9
15 May - -	- ditto	- Building Guard-house, Graham's Town -	90	12	11
15 January - -	- ditto	- Converting Drossdy Barracks, Graham's Town, into Staff Officers' Quarters - - - -	5	9	9
Kaffir War - -	- -	- Works and Repairs occasioned by the Kaffir War -	2,706	8	6
		DEMERARA:			
18 September 1854	- Treasury	- Repairing Sea Dam - - - - -	-	-	-
		DOMINICA:			
18 July - 1853	- ditto	- Encamping Troops at Morne des Moulins - -	-	-	-
		GAMBIA:			
30 June - 1852	- ditto	- Sinking Well - - - - -	26	5	7
28 November 1853	- ditto	- Building Quarters at Cape St. Mary's - - -	145	5	6
12 January 1854					
		GRENADA:			
17 August - 1853	- ditto	- Flooring Hospital Tent - - - - -	-	-	-
		HONG KONG:			
30 July - - 1852	- ditto	- Erecting Barrack Cells - - - - -	-	-	-
		MALTA:			
12 April - 1854	- ditto	- Fitting up Buildings, lent by Civil Government, for accommodation of Troops - - - -	-	-	-
		TRINIDAD:			
16 and 30 Jan. 1854	- ditto	- Removing Night-soil from Encampment - -	107	6	8
26 September 1853	- ditto	- Erecting Cook-house and Privies in Queen's Park	53	8	9
17 February 1854	- ditto	- Taking down ditto - - - ditto - - -	4	-	6
			£.	7,432	16 7

ADDITIONS BY THE COMMISSIONERS OF AUDIT.

STATEMENT of the Amount paid for NEW WORKS, ADDITIONS, ALTERATIONS, and IMPROVEMENTS, and for ORDINARY and CURRENT REPAIRS, in the Year ended 31 March 1854; showing the Amount expended for each Work, as compared with the Grant for the same for the Year, and with the Total Estimate for the Work. — (In continuation of a similar Statement appended to the Detailed Ordnance Account for 1852-53, Parliamentary Paper, 419, Session 1854.)

PART I. NEW WORKS, ADDITIONS, ALTERATIONS, and IMPROVEMENTS, amounting to 1,000 <i>l.</i> each and upwards.	GRANTS for 1853-54.	PAYMENTS in 1853-54.		Expenditure not provided for, or in Excess of the Amount Granted for 1853-54.	Total Estimate for the Work.	Total Payments to 31st March 1854.	Excess of Expenditure beyond the Total Estimate for the Work.	
Cork District:	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	1853-54.
Purchase of Poor-house Premises, Fermoy -	7,100 - -	- - -	(b) - - -	- - -	7,100 - -	- - -	- - -	1853-54.
Dover Division:								
For the Defences of Dover and the Coast of Kent - - -	30,000 - -	28,962 12 4	(a) - - -	- - -	280,000 - -	32,428 14 7	- - -	From preceding Statement.
Purchase of Land at Hythe for Rifle Practice Range - - -	- - -	2,422 13 1	(d) 2,422 13 1	- - -	- - -	- - -	- - -	{ Authorised by the Lords of the Treasury.
Dublin District:								
Improving Privies and Drainage, Athlone -	924 - -	639 12 3	(a) - - -	- - -	2,000 - -	1,539 12 3	- - -	From preceding Statement.
Purchase of the Rent-charge now paid for the Site of Richmond Barracks - - -	3,551 - -	- - -	(b) - - -	- - -	3,551 - -	- - -	- - -	1853-54.
Exeter District:								
For the Defence of Portland Harbour - -	5,000 - -	3,279 10 1	(a) - - -	- - -	50,000 - -	3,279 10 1	- - -	1853-54.
Guernsey and Alderney:								
Improvement of the Fortifications - -	60,000 - -	57,791 4 4	(a) - - -	- - -	205,320 - -	*112,342 13 9	- - -	From preceding Statement.
London District:								
Converting the vacated part of the Ordnance Office at the Tower into a Storehouse -	7,848 - -	3,127 18 6	(a) - - -	- - -	7,848 - -	3,127 18 6	- - -	1853-54.
Repairs to the central portion of the Ordnance Office in Pall Mall - - -	3,050 - -	3,050 - -	- - -	- - -	3,050 - -	3,050 - -	- - -	1853-54.
Reforming Drainage at Windsor Cavalry Barracks - - -	2,000 - -	15 12 6	(a) - - -	- - -	2,000 - -	15 12 6	- - -	1853-54.
Purchase of Property, rear of Wellington Barracks - - -	10,000 - -	10,375 19 7	(c) 375 19 7	- - -	10,000 - -	10,375 19 7	375 19 7	1853-54.
Additions to Wellington Barracks - -	10,000 - -	10,055 6 6	(c) 55 6 6	- - -	40,000 - -	18,078 10 1	- - -	From preceding Statement.

440.	New Barracks at Kensington	-	-	-	(b)	-	-	-	-	-	-	-	-	-	-	-	-	-	1853-54.
	Providing Barrack Cells, Wellington Barracks	-	-	-	(b)	-	-	-	-	-	-	-	-	-	-	-	-	-	1853-54.
	School Accommodation, Wellington Barracks	-	-	-	(b)	-	-	-	-	-	-	-	-	-	-	-	-	-	1853-54.
	Manchester District :																		
	Towards the Erection of the New North Battery at Liverpool	10,000	-	-	(c)	1	7	11	-	-	-	-	-	-	-	-	-	-	From preceding Statement.
	New Barracks at Shiffield	25,000	-	-	(c)	7	2	5	-	-	-	-	-	-	-	-	-	-	From preceding Statement.
	Erecting Artificers' Shops and Sergeants' Mess on Site of Old Buildings	1,185	-	-	(a)	-	-	-	-	-	-	-	-	-	-	-	-	-	1853-54.
	Medway Division :																		
	New Barracks at Sheerness, to construct the left wing	11,000	-	-	(a)	-	-	-	-	-	-	-	-	-	-	-	-	-	1853-54.
	Drainage of Old Barracks, Sheerness	1,112	-	-	(a)	-	-	-	-	-	-	-	-	-	-	-	-	-	1853-54.
	Erection of a Tower on the Isle of Grain	4,800	-	-	(a)	-	-	-	-	-	-	-	-	-	-	-	-	-	1853-54.
	Thames Defences	5,000	-	-	(a)	-	-	-	-	-	-	-	-	-	-	-	-	-	1853-54.
	Facing Counterscarp of Fortifications at Sheerness with Stone	884	-	-	(c)	228	8	9	-	-	-	-	-	-	-	-	-	-	From preceding Statement.
	Pembroke District :																		
	Pater Fort	700	-	-	(a)	-	-	-	-	-	-	-	-	-	-	-	-	-	From preceding Statement.
	Work on Thorn Island	12,000	-	-	(a)	-	-	-	-	-	-	-	-	-	-	-	-	-	From preceding Statement.
	Work at Dale Point	7,300	-	-	(a)	-	-	-	-	-	-	-	-	-	-	-	-	-	1853-54.
	Defence of the Dockyard	-	-	-	(d)	122	2	-	-	-	-	-	-	-	-	-	-	-	From preceding Statement.
	Plymouth Division :																		
	For Closing the Lines of Devonport	8,000	-	-	(a)	-	-	-	-	-	-	-	-	-	-	-	-	-	1853-54.
	Renewing Embasures and Escarp of Picklecombe Point Battery	720	-	-	(a)	-	-	-	-	-	-	-	-	-	-	-	-	-	1853-54.
	New Barrack at Devonport	15,000	-	-	(a)	-	-	-	-	-	-	-	-	-	-	-	-	-	From preceding Statement.
	For a Temporary Barrack for 100 Men, and Stabling for 100 Artillery Horses	3,000	-	-	(b)	-	-	-	-	-	-	-	-	-	-	-	-	-	1853-54.
	Portsmouth Division :																		
	Fort at Gosport	10,000	-	-	(a)	-	-	-	-	-	-	-	-	-	-	-	-	-	From preceding Statement.
	New Hospital	5,461	-	-	(c)	191	-	10	-	-	-	-	-	-	-	-	-	-	From preceding Statement.
	Fort at Science Point, Isle of Wight	25,000	-	-	(c)	3,965	4	1	-	-	-	-	-	-	-	-	-	-	1853-54.
	Ditto at Warden's Ledge, ditto	15,000	-	-	(a)	-	-	-	-	-	-	-	-	-	-	-	-	-	1853-54.
	For the Defences of the Coast of Sussex	5,000	-	-	(c)	21	6	11	-	-	-	-	-	-	-	-	-	-	1853-54.
	Erection of a Shell Magazine, Portsmouth	1,500	-	-	(a)	-	-	-	-	-	-	-	-	-	-	-	-	-	1853-54.
	Carried forward	314,735	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
						238,800	15	1											

STATEMENT of the Amount paid for New Works, Additions, Alterations, and Improvements, and for Ordinary and Current Repairs, in the Year ended 31 March 1854, &c.—*continued.*

	GRANTS for 1853-54.		PAYMENTS in 1853-54.		Expenditure not provided for, or in Excess of the Amount Granted for 1853-54.	Total Estimate for the Work.		Total Payments to 31st March 1854.		Excess of Expenditure beyond the Total Estimate for the Work.		
	£.	s. d.	£.	s. d.		£.	s. d.	£.	s. d.	£.	s. d.	
PART I.— <i>continued.</i>												
Brought forward - - -												
Portsmouth Division— <i>continued.</i>												
Erection of a Powder Magazine, Gosport Lines	1,257	- -	961	- 5	(a)	- -	1,257	- -	961	- 5	- -	1853-54.
For a Defensible Barrack at Hurst Castle	558	- -	1,306	12 9	(c)	748 12 9	1,117	- -	1,306	12 9	748 12 9	1853-54.
Repairing 15 Martello Towers on the Sussex Coast for Armament - - -	657	- -	884	18 -	(c)	227 18 -	1,814	- -	884	18 -	227 18 -	1853-54.
For a Temporary Barrack for 100 Men, and Stabling for 100 Artillery Horses - -	3,000	- -	3,101	8 9	(c)	101 8 9	3,000	- -	3,101	8 9	101 8 9	1853-54.
Alterations to Saluting Platform - - -	-	- -	830	16 10	(d)	830 16 10	-	- -	-	- -	-	{ - - Authorised by the Lords of the Treasury.
Reforming the Works at Hurst Castle - -	-	- -	6	18 -	(d)	6 18 -	6,725	- -	6,965	12 6	240 12 6	From preceding Statement.
Expense Magazine at Hurst Castle - - -	-	- -	2,126	1 9	(d)	2,126 1 9	-	- -	-	- -	-	{ - - Authorised by the Lords of the Treasury. See also Part II.
Portsmouth and Gosport Coast Defences -	-	- -	1,391	17 -	(d)	1,391 17 -	-	- -	-	- -	-	{ - - Authorised by the Lords of the Treasury.
Woolwich Division :												
Erecting a River Wall on the Essex side of the Thames - - -	920	- -	618	5 6	(a)	- -	1,841	- -	618	5 6	- -	1853-54.
Renewing Powder Wharf at Purfleet Magazines - - -	760	- -	1,278	- -	(c)	518 - -	3,042	- -	1,958	- -	-	From preceding Statement.
Renewing Wharf of Main Sluice at Purfleet -	900	- -	500	- -	(a)	- -	3,606	- -	1,305	- -	-	From preceding Statement.
Roofing of the Arm Store in the Royal Arsenal at Woolwich - - -	1,019	- -	1,142	- -	(c)	123 - -	1,019	- -	1,142	- -	123 - -	1853-54.
Purchase of Land, Shoeburyness - - -	1,727	- -	1,773	5 -	(c)	46 5 -	1,727	- -	1,773	5 -	46 5 -	1853-54.
Barrack Accommodation, &c., Shoeburyness -	1,475	- -	1,752	6 1	(c)	277 6 1	1,475	- -	1,752	6 1	277 6 1	1853-54.
Bathing Pond at Woolwich, for Troops -	1,300	- -	1,258	3 10	(a)	- -	1,300	- -	1,258	3 10	-	1853-54.
Improving the Artillery Practice at Woolwich -	-	- -	31	10 -	(d)	31 10 -	-	- -	-	- -	-	
Building New Engine House for Royal Laboratory - - -	-	- -	110	12 7	(d)	110 12 7	-	- -	-	- -	-	{ - - Authorised by the Lords of the Treasury.
Alterations to Storehouses - - -	-	- -	1,071	6 6	(d)	1,071 6 6	-	- -	-	- -	-	{ - - Authorised by the Lords of the Treasury.
Yorkshire District :												
Erection of an Additional Storey over Stables at Leeds, in connexion with Pensioners and School Vote - - -	370	- -	296	3 2	(a)	- -	1,251	- -	296	3 2	- -	1853-54.

Barbadoes:

Constructing a New Main Drain at St. Ann's -

1,893 - -

1,842 18 11

(a) - -

1,893 - -

1,842 18 11

-

1853-54.

Bermuda:

For Naval Magazine and Storehouses, Ireland Island - - -

2,000 - -

380 18 4

(a) - -

10,368 - -

3,325 1 11

-

From preceding Statement.

Canada:

Rebuilding Bomb-proof Storehouse, No. 1, in the Citadel at Quebec - - -

2,000 - -

470 15 7

(a) - -

3,720 - -

470 15 7

-

1853-54.

Rebuilding Ordnance Office and Storehouses at Quebec - - -

1,167 - -

1,178 7 7

(c) 11 7 7

1,167 - -

1,178 7 7

11 7 7

1853-54.

Rebuilding Artillery Barracks at Quebec, with additional Quarters for Six Officers - -

3,206 - -

1,422 18 6

(a) - -

3,206 - -

1,422 18 6

-

1853-54.

Purchase of Land at Quebec - - -

-

3,239 15 4

(d) 3,239 15 4

-

-

-

{ - Authorised by the Lords of the Treasury.

Demerara:

Completing Repair of Officers' Quarters at Eve Leary - - -

500 - -

783 12 7

(c) 283 12 7

1,140 - -

1,420 8 7

280 8 7

From preceding Statement.

Gibraltar:

New Works - - -

10,000 - -

8,508 - 10

(a) - -

225,000 - -

203,265 9 3

-

From preceding Statement.

Grenada:

Completing New General Hospital - -

-

607 8 10

(d) 607 8 10

12,752 - -

9,737 7 3

-

From Statement for 1851-52.

Hong Kong:

Erecting Roofs over Tanks to Barracks and Hospitals - - -

-

63 1 4

(d) 63 1 4

1,132 - -

549 9 5

-

From preceding Statement.

Ionian Islands:

For completing the Construction of the Officers' Bomb-proof Barracks in the Citadel at Corfu - - -

910 - -

855 12 9

(a) - -

12,996 - -

11,312 19 5

-

From preceding Statement.

Jamaica:

Permanent Barracks at Newcastle - -

1,485 - -

1,484 16 4

(a) - -

58,019 - -

*30,634 7 2

-

From preceding Statement.

Carried forward - - - £.

280,080 8 2

-

-

-

-

-

STATEMENT of the Amount paid for New Works, Additions, Alterations, and Improvements, and for Ordinary and Current Repairs, in the Year ended 31 March 1854, &c.—*continued*.

PART I.— <i>continued</i> .		GRANTS for 1853-54.	PAYMENTS in 1853-54.	Expenditure not provided for, or in Excess of the Amount Granted for 1853-54.	Total Estimate for the Work.	Total Payments to 31st March 1854.	Excess of Expenditure beyond the Total Estimate for the Work.	
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Malta:		351,839 - -	280,080 8 2	—	—	—	—	
Brought forward - - -								
Reforming and Improving the Fortifications -		12,000 - -	11,921 - -	(a) - -	106,842 - -	*93,447 11 3	- -	From preceding Statement.
Removing Obstructions and repairing Bastions at Floriana - - - - -		1,000 - -	958 6 1	(a) - -	1,000 - -	958 6 1	- -	1853-54.
Mauritius:								
Improvement of Defences of Fort George -		10,000 - -	9,121 1 2	(a) - -	70,000 - -	18,743 3 5	- -	From preceding Statement.
Nova Scotia:								
Towards the Completion of the Citadel at Halifax - - - - -		3,513 - -	2,923 11 5	(a) - -	14,486 - -	9,101 16 7	- -	From preceding Statement.
Towards the Construction of a new Barrack at Fort Needham, near Halifax - - -		12,981 - -	5,800 --	(a) - -	40,000 - -	8,807 14 -	- -	From preceding Statement.
Sundry Stations:								
For the Conversion of Buildings to be reserved solely for the Reception of Soldiers convicted of Military Offences - - - - -		15,000 - -	4,520 14 7	(a) - -	- -	- -	- -	{ - - The amount granted for this Service from 1844-45 to 1853-54 inclusive, is 211,700 l., and the amount expended 169,049 l.
For erecting and hiring Buildings for Regi- mental Schools - - - - -		20,000 - -	8,590 15 8	(a) - -	- -	- -	- -	{ - - Amount granted from 1848-49 to 1853-54 inclusive, 73,000 l.; and amount expended, 36,267 l.
Washing Places - - - - -		2,000 - -	2,071 3 10	(c) 71 3 10	- -	- -	- -	{ - - Amount granted from 1847-48 to 1853-54 inclusive, 20,000 l.; and amount expended, 19,811 l.
Pensioners' Establishments - - - - -		1,000 - -	769 1 11	(a) - -	- -	- -	- -	1853-54.
Carried forward - - - £.		429,333 - -	336,756 2 10					

STATEMENT of the Amount paid for New Works, Additions, Alterations, and Improvements, &c.—*continued.*

	GRANTS			PAYMENTS			Expenditure not provided for, or in Excess of the Amount Granted for 1853-54.		
	for 1853-54.			in 1853-54.					
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Brought forward - - -	429,333	-	-	326,756	2	10			
PART II.									
NEW WORKS, ADDITIONS, ALTERATIONS, and IMPROVEMENTS, each amounting to less than £.1,000.									
Belfast District :									
Ventilating and Ceiling Troop Stables, Belfast Artillery -	51	-	-	51	9	9	(c)	-	9 9
Building Boundary Wall to complete unenclosed portion of Ordnance Property, Soldiers' Quarters ; ditto, Infantry -	442	-	-	441	12	9	(a)	-	-
Reappropriation of Barracks, Armagh -	60	-	-	42	5	-	(a)	-	-
Underground Tank for Supply of Water to Horses, Charlemont -	176	-	-	228	16	6	(c)	52	16 6
Enlarging Exercising Field, ditto	71	-	-	70	10	4	(a)	-	-
Providing Eaves Gutters rear of Soldiers' Quarters, Lower-square, and Gun-shed, ditto -	54	-	-	46	11	7	(a)	-	-
Forming Area round Men's Barracks, Downpatrick -	68	-	-	67	15	3	(a)	-	-
Constructing an exterior Staircase, ditto, ditto -	67	-	-	67	2	2	(c)	-	2 2
Providing Eaves Gutters to Stables, Dundalk -	141	-	-	115	19	7	(a)	-	-
Building Boundary Wall rear of Hospital, Newry -	326	-	-	107	4	3	(a)	-	-
Sinking Well for additional Supply of Water, Londonderry -	80	-	-	71	9	2	(a)	-	-
Providing Eight Serjeants' Berths, ditto -	50	-	-	51	15	1	(c)	1	15 1
Building Boundary Wall, Ballyshannon -	450	-	-	358	5	-	(a)	-	-
Improving Barrack Accommodation, ditto -	100	-	-	43	2	4	(a)	-	-
Providing Eaves Gutters, Soldiers' Stables, Monaghan -	50	-	-	43	3	6	(a)	-	-
Purchase of Premises, Ballyshannon -	-	-	-	111	-	-	(d)	111	- -
									{ - - Authorised by the Lords of the Treasury.
Cork District :									
Constructing Three Side-arm Sheds at Camden Fort -	51	-	-	35	15	6	(a)	-	-
Constructing Five Side-arm Sheds at Carlisle Fort -	86	-	-	45	14	9	(a)	-	-
Shed for Tools and Implements at Haulbowline Island -	33	-	-	32	17	1	(a)	-	-
Pivots and Racers for mounting Guns in the Fortress at Spike Island -	274	-	-	67	17	6	(a)	-	-
Two portable Shot Furnaces for ditto -	16	-	-	-	-	-	(b)	-	-
Sinking a Well, and providing a Pump at No. 5 Station, Bere Island -	87	-	-	21	13	7	(a)	-	-
Carried forward - - £.	432,006	-	-	328,878	3	6			

STATEMENT of the Amount paid for New Works, Additions, Alterations, and Improvements, &c.—*continued.*

	GRANTS for 1853-54.			PAYMENTS in 1853-54.			Expenditure not provided for, or in Excess of the Amount Granted for 1853-54.			
PART II.—continued.	£.	s.	d.	£.	s.	d.	£.	s.	d.	
Brought forward - - £.	432,066	-	-	328,878	3	6				
Cork District—continued.										
Water-tank, Soldiers' Quarters, Haulbowline Island - - -	95	-	-	96	15	8	(c)	1	15	8
Water-tank, Soldiers' Quarters, Rocky Island - - -	68	-	-	62	10	3	(a)	—		
Improving Ventilation, Soldiers' Casemates, Spike Island -	52	-	-	51	14	4	(a)	—		
Sinking two Wells, and providing two Pumps, Ballincollig -	286	-	-	293	2	7	(c)	7	2	7
Hanging Upper Sashes of Win- dows, Fermoy Old Barracks -	83	-	-	88	4	-	(c)	5	4	-
Dover District :										
Constructing two Groins at Fort Sutherland - - - - -	158	-	-	273	5	10	(a)	—		
Constructing two Groins at Fort Moncrieff - - - - -	158	-	-							
Constructing two Groins at Tower No. 26 - - - - -	121	-	-							
Forming a Caisson at No. 28 Tower - - - - -	108	-	-	227	2	-	(a)	—		
Constructing two Groins at No. 38 Tower - - - - -	142	-	-							
Larder for Artillery Mess, Western Heights Artillery - - -	73	-	-	65	16	10	(a)	—		
Curtain Rails and Rods, Officers' Quarters, ditto Infantry -	50	-	-	51	7	-	(c)	1	7	-
Improving Fives Court, ditto -	70	-	-	67	3	8	(a)	—		
Porches, Soldiers' Quarters, Spur Barracks - - - - -	71	-	-	67	15	2	(a)	—		
Rebuilding Officers' Houses, F. and G., Walmer Northgate Infantry - - - - -	767	-	-	685	7	-	(a)	—		
Fire Cisterns and Pipes, and Fire- plugs, ditto - - - - -	54	-	-	45	12	2	(a)	—		
Two New Fire-tanks, Canterbury Cavalry - - - - -	309	-	-	-	-	-	(b)	—		
Cast-iron Chimney-pieces, Sol- diers' Quarters, ditto - -	57	-	-	-	-	-	(b)	—		
New Gun-shed, Canterbury Artil- lery - - - - -	688	-	-	695	-	1	(c)	7	-	1
Wheeler's Shop and Harness- rooms, ditto - - - - -	178	-	-	166	4	8	(a)	—		
Making Road in rear of Stables, ditto - - - - -	182	-	-	202	7	11	(c)	20	7	11
Yards and Privies, Officers' Quarters, ditto, Northgate In- fantry - - - - -	170	-	-	159	10	-	(a)	—		
Erecting a Cleaning-shed, Hythe Infantry - - - - -	128	-	-	121	-	2	(a)	—		
Completing Shoeing-shed - - -	-	-	-	243	19	2	(d)	243	19	2
Constructing Shed for Ball Practice - - - - -	-	-	-	274	11	3	(d)	274	11	3
Dublin District :										
Improving Drainage of Civil Officers' Quarters at Athlone -	110	-	-	109	12	10	(a)	—		
Hanging Sashes on Pivots, Sol- diers' Quarters, Royal Barracks	56	-	-	47	19	6	(a)	—		
Re-constructing Washing into Men's Rooms, ditto - - -	51	-	-	46	8	7	(a)	—		
Carried forward - - £.	436,351	-	-	333,020	14	2				

- - Authorised by the Lords
of the Treasury.

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of the Treasury.

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of the Treasury.

STATEMENT of the Amount paid for New Works, Additions, Alterations, and Improvements, &c.—*continued.*

	GRANTS for 1853-54.			PAYMENTS in 1853-54.			Expenditure not provided for, or in Excess of the Amount Granted for 1853-54.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
PART II.— <i>continued.</i>									
Brought forward - - £.	436,351	-	-	333,020	14	2			
Dublin District— <i>continued.</i>									
Erecting Small Kitchen, Barrack Serjeants' Quarters, Beggars Bush - - - - -	102	-	-	23	14	6	(a)	—	
Extending Canal Water Pipes to West Range of Soldiers' Quar- ters and Stables, Portobello Barracks - - - - -	184	-	-	-	-	-	(b)	—	
Providing and fixing Eaves Gut- ters, Soldiers' Quarters, Island Bridge - - - - -	59	-	-	53	14	5	(a)	—	
Double Hanging Sashes of Win- dows, Officers' Quarters, New- bridge - - - - -	90	-	-	63	17	6	(a)	—	
Eaves Gutters and Pipes to Troop Stables, ditto - - - - -	158	-	-	147	4	9	(a)	—	
Providing Gutters and Trunks and Cementing Walls outside, to Magazine, Richmond Bar- racks - - - - -	71	-	-	88	12	-	(c)	17	12
Constructing a Drain, Royal In- firmery - - - - -	298	-	-	295	19	1	(a)	—	
Raising Upper Storey of Barrack Serjeants' Quarter, and con- structing Flight of Steps in rear for access to Hospital Bedding Store, Athlone Bar- racks - - - - -	275	-	-	252	17	-	(a)	—	
Constructing an Enclosure Wall around Magazine, Boyle Bar- racks - - - - -	52	-	-	51	10	-	(a)	—	
Providing Hospital Privy, Ros- common - - - - -	51	-	-	42	12	5	(a)	—	
Providing Four Serjeants' Berths, Roscommon - - - - -	51	-	-	23	1	1	(a)	—	
Introducing Girders to support Floor of Cook House, Soldiers' Quarters, ditto - - - - -	124	-	-	85	12	5	(a)	—	
Increasing Hospital Accommoda- tion, Longford Cavalry - -	115	-	-	90	-	-	(a)	—	
Supplying Engine Pumps for Wells at Mullingar - - -	230	-	-	26	11	10	(a)	—	
Eastern District :									
Shifting House and Side Arm Shed at Landguard Fort -	48	-	-	40	6	1	(a)	—	
Constructing a Tank for Rain Water to Washhouse, Norwich Cavalry Barracks - - -	59	-	-	57	1	9	(a)	—	
Fives Court, Asphalting part of, for Floor, Landguard Fort -	99	-	-	85	8	3	(a)	—	
Exeter District :									
Building a Brick Wall to enclose Magazine, Exeter Cavalry -	90	-	-	70	16	10	(a)	—	
Putting Sashes and Frames top of Stairs, in the North and South Ranges of Soldiers' Bar- racks, Royal Artillery - -	50	-	-	32	17	1	(a)	—	
Trunks and Gutters to Roofs of ditto - - - - -	162	-	-	135	6	1	(a)	—	
Carried forward - - £.	438,719	-	-	334,687	17	3			

STATEMENT of the Amount paid for New Works, Additions, Alterations, and Improvements, &c.—*continued.*

	GRANTS for 1853-54.			PAYMENTS in 1853-54.			Expenditure not provided for, or in Excess of the Amount Granted for 1853-54.
	£.	s.	d.	£.	s.	d.	£. s. d.
PART II.— <i>continued.</i>							
Brought forward - - £.	438,719	-	-	334,687	17	3	
Exeter District— <i>continued.</i>							
Trunks to Granaries, Dorchester Barracks - - -	51	-	-	36	9	11	(a) —
Laying Pipes to carry off Soil from Hospital, Soldiers' Quarters, Canteen Privies, &c., at Horfield Barracks, Bristol -	233	-	-	244	12	3	(c) 11 12 3
Rebuilding Retaining Wall on Boundary ditto - - -	558	-	-	668	-	-	(c) 110 - -
Guernsey :							
Boundary Stones to Fortifications, Guernsey and Alderney	175	-	-	137	-	7	(a) —
Erecting a Gun Shed at Alderney - - -	160	-	-	144	11	2	(a) —
Alterations to Stable, Government House, Guernsey - -	209	-	-	-	-	-	(b) —
Fitting up two Rooms with Cast-iron Shelves, Royal Artillery Barracks, Fort George - -	66	-	-	1	4	3	(a) —
Deepening Well and Renewing Pump, Infantry Barracks, ditto - - -	193	-	-	208	11	8	(c) 15 11 8
Erecting an Engine House, Nunnery, Alderney - - -	75	-	-	60	2	7	(a) —
Jersey :							
Opening Doorway in Rear Wall of Infantry Soldiers' Barracks, Elizabeth Castle - - -	65	-	-	70	3	4	(c) 5 3 4
Erecting Armourer's Shop, St. Peter's Barracks - - -	58	-	-	47	18	4	(a) —
Providing and Fixing Lightning Conductor to Magazine; to lay the Space between the Enclosure Wall and Magazine with Asphalte, St. Peter's Barracks - - -	66	-	-	59	8	1	(a) —
Kilkenny District :							
Re-appropriation of Barracks, and providing Infirmary Stables, Cavalry and Infantry Regimental Store, and Sergeants' Berths, Carlow Barracks - -	86	-	-	6	8	9	(a) —
New Water-closets to Officers' Quarters F., Kilkenny Barracks - - -	90	-	-	97	12	2	(c) 7 12 2
Constructing Quarters for two Staff Sergeants, ditto - -	199	-	-	189	18	3	(a) —
Twelve new Drying Posts for Cavalry, ditto - - -	53	-	-	11	1	-	(a) —
New Magazine at Maryborough	122	-	-	45	16	1	(a) —
New Expense Magazine at New Ross - - -	115	-	-	28	17	7	(a) —
Constructing Barrack Sergeants' Quarters at Clogheen - - -	181	-	-	183	4	-	(c) 2 4 -
Taking down and enlarging Men's and Women's Privies, Duncannon Fort - - -	85	-	-	-	-	-	(b) —
Carried forward - - £.	441,559	-	-	336,928	17	3	

STATEMENT of the Amount paid for New Works, Additions, Alterations, and Improvements, &c.—*continued.*

	GRANTS for 1853-54.			PAYMENTS in 1853-54.			Expenditure not provided for, or in Excess of the Amount Granted for 1853-54.			
	£.	s.	d.	£.	s.	d.	£.	s.	d.	
Part II.—continued.										
Brought forward - - £.	441,559	-	-	336,928	17	3				
Limerick District:										
Completing Turret Wall and Roofing over Regimental Store, Castle Barrack, Limerick -	64	-	-	60	11	5	(a)	—		
Alteration to Men's Privies and Cess-pits, New Barracks, Li- merick - - - - -	153	-	-	167	15	10	(c)	14	15	10
Lining with Brick Rear Wall of I. House, ditto - - - -	51	-	-	31	6	6	(a)	—		
Converting Barrack Sergeants' Quarter into Barrack Store, ditto - - - - -	77	-	-	-	-	-	(b)	—		
Heightening Doors of Troop- stables, Cahir - - - -	61	-	-	61	3	-	(c)	-	3	-
Constructing two Kitchens for Officers' Quarters, Castlebar Infantry Barracks - - -	102	-	-	46	17	4	(a)	—		
Additional Accommodation for Barrack Sergeant at Gort -	83	-	-	84	10	8	(c)	1	10	8
Enclosing Ground at ditto -	286	-	-	250	5	-	(a)	—		
Building a Quarter for Barrack Sergeant Oughterarde - -	181	-	-	200	14	7	(c)	19	14	7
Fitting up House for Non-com- missioned Officers at Gort -	100	-	-	70	19	1	(a)	—		
Formation of a Road to the pro- posed New Barracks at Gal- way - - - - -	-	-	-	120	4	-	(d)	120	4	-
										- - £.200 granted for this Service in the Estimate for 1852-3, and £.197. 2. 4. expended. See preceding Statement.
London District:										
Constructing two Side-arm Sheds at the Tower - - - - -	45	-	-	41	2	4	(a)	—		
Iron Railway between the Glacis and Wharf at the Tower -	60	-	-	22	-	8	(a)	—		
Providing a Garrison Clock at the Tower - - - - -	399	-	-	209	10	11	(a)	—		
Providing a Lightning Conduc- tor at ditto - - - - -	44	-	-	56	4	7	(c)	12	4	7
Fittings for the portion of the Ordnance Office, to be converted into a Storehouse at ditto -	800	-	-	-	-	-	(b)	—		
Drainage, Regent's Park Barracks	97	-	-	97	-	-		—		
Providing Cast-iron Tank, St. John's Wood, ditto - - -	108	-	-	46	3	4	(a)	—		
Manchester District:										
New Boundary Wall and En- gineer Store-yard, Manchester Cavalry Barracks - - - -	366	-	-	2	14	8	(a)	—		
Flagging End Wall of Fives Court, and Cementing Side- walls, ditto - - - - -	119	-	-	115	10	5	(a)	—		
Addition to Magazine, ditto -	67	-	-	55	8	5	(a)	—		
Improving Drainage from Soil- pits, ditto - - - - -	784	-	-	694	1	9	(a)	—		
Additional Foul Bedding Store, ditto - - - - -	72	-	-	72	9	9	(c)	-	9	9
Asphalting Surface of Yard of Magazine, and Boarding Racks inside Manchester Infantry Barracks - - - - -	89	-	-	90	2	5	(c)	1	2	5
To remedy Dampness of ditto -	147	-	-	149	13	10	(c)	2	13	10
Carried forward - - £.	445,914	-	-	339,675	7	9				

STATEMENT of the Amount paid for New Works, Additions, Alterations, and Improvements, &c.—*continued.*

	GRANTS for 1853-54.		PAYMENTS in 1853-54.			Expenditure not provided for, or in Excess of the Amount Granted for 1853-54.			
Part II.—continued.	£.	d.	£.	s.	d.	£.	s.	d.	
Brought forward - - £.	445,914	- -	339,675	7	9				
Manchester District—continued.									
Four Additional Privies, Officers' Quarters, Manchester Infantry Barracks - - -	97	- -	96	17	1	(a)	-		
Boarding Interior Walls of Magazine, Preston - - -	100	- -	45	17	-	(a)	-		
Four additional Boilers to Wash-house, ditto - - -	79	- -	43	14	4	(a)	-		
Providing Stable to Canteen, ditto	153	- -	132	1	4	(a)	-		
Providing Stench-trap to Surface-drains, and cleaning out Underground Drains, Ashton-under-Lyne - - -	143	- -	97	8	1	(a)	-		
New Privies to Canteen, Bury -	53	- -	49	14	1	(a)	-		
Improving Drainage from Soldiers' Privies, Lower Ward, Chester Barracks - - -	78	- -	72	5	10	(a)	-		
Improving Drainage, Officers' Privies, Burnley - - -	67	- -	72	13	11	(c)	5	13	11
New Magazine, Castletown, Isle of Man - - -	136	- -	123	1	6	(a)	-		
Converting Guard-room, &c., into Barrack Library - - -	-	- -	58	11	9	(d)	58	11	9
{ - - Sanctioned by the Lords of the Treasury.									
Medway District:									
Fence to Land on the Lower Lines	82	- -	77	6	8	(a)	-		
New Crane for Gun Wharf at Chatham - - -	340	- -	7	3	10	(a)	-		
Railing round Gun Wharf and Basin at Chatham - - -	70	- -	74	15	3	(c)	4	15	3
Lighting the Gun Wharf at Chatham with Gas - - -	213	- -	205	12	9	(a)	-		
Additional Privies to Garrison Hospital, Chatham - - -	89	- -	68	17	3	(a)	-		
To construct a Scullery to Royal Engineer Mess-house, Brompton Barracks - - -	95	- -	91	19	4	(a)	-		
To convert present Garrison Chapel into Model-room for the Royal Engineer Establishment, &c., Brompton Barracks - - -	78	- -	-	-	-	(b)	-		
Completing Officers' and Soldiers' Casemates ditto for Occupation	675	- -	1,381	12	3	(c)	706	12	3
To erect a Shed to Burial Ground, Fort Pitt - - -	56	- -	66	9	1	(c)	10	9	1
To erect a Scullery, two Rooms over it, and Larder, and supply and fix a Hot Closet to Officers' Mess Kitchen, Maidstone Barracks - - -	162	- -	143	5	7	(a)	-		
To erect a Cart-shed, ditto -	58	- -	52	15	-	(a)	-		
Converting a House at the Old Barracks, Sheerness, into an Hospital	-	- -	238	3	-	(d)	238	3	-
Orderly Room, Pharmacy, &c., Brompton Barracks - - -	-	- -	260	16	-	(d)	260	16	-
Trapping Drains, Chatham -	-	- -	202	6	10	(d)	202	6	10
Bath-room, Garrison Hospital, Chatham - - -	-	- -	217	11	4	(d)	217	11	4
Painting, &c., Surgeons' Quarters, Brompton - - -	-	- -	45	17	7	(d)	45	17	7
Improving Drainage, Maidstone	-	- -	213	17	7	(d)	213	17	7
{ - - Authorised by the Lords of the Treasury.									
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Carried forward - - £.	448,738	- -	343,816	2	-				

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STATEMENT of the Amount paid for New Works, Additions, Alterations, and Improvements, &c.—*continued.*

	GRANTS for 1853-54.			PAYMENTS in 1853-54.			Expenditure not provided for, or in Excess of the Amount Granted for 1853-54.		
PART II.—continued.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Brought forward - - £.	448,738	-	-	343,816	2	-			
Midland District :									
Renewing Store Shed, Small Arm Department, Birmingham	183	-	-	60	-	-	(a)	—	
Providing Case for Patterns of Small Arms, at ditto - -	16	-	-	-	-	-	(b)	—	
Erecting an Armourer's Shop at Weedon - - - -	39	-	-	26	17	5	(a)	—	
Fitting up Racks in Magazine, at ditto - - - -	210	-	-	166	1	6	(a)	—	
Additional Store Accommoda- tion, Birmingham - - -	704	-	-	729	19	11	(c)	25	19 11
Deepening Well, and renewing Cover, Weedon - - - -	60	-	-	23	17	2	(a)	—	
North Britain :									
Converting part of Armoury into a Magazine Cooperage, Edin- burgh Castle - - - -	105	-	-	118	11	-	(c)	13	11 -
Converting present Cooperage into an Expense Powder Ma- gazine at ditto - - - -	390	-	-	494	14	6	(c)	104	14 6
Three Lightning Conductors to Magazine No. 1, and two ad- jacent Buildings at ditto -	120	-	-	29	1	9	(a)	—	
Arching over part of Ground Floor of Armoury for a Live Shell Store at ditto - -	140	-	-	116	5	-	(a)	—	
Arching over part of Storehouse No. 2, for a Live Shell Store at Leith Fort - - - -	400	-	-	329	11	3	(a)	—	
Lengthening Sea Wall at Fort George - - - -	244	-	-	-	-	-	(b)	—	
Constructing Water Closet, Officers' Quarters, Old Bar- racks, Edinburgh Castle -	185	-	-	166	14	-	(a)	—	
New Privies for Women and Civilians, ditto - - - -									
To fit up Water Closets in two Officers' Privies, New Bar- racks, ditto - - - -	157	-	-	161	7	4	(c)	4	7 4
To erect two Porches to the Entrances in rear of Soldiers' New Barracks, ditto - -	67	-	-	-	-	-	(b)	—	
To increase Light in the Arcades, ditto - - - -	63	-	-	53	5	3	(a)	—	
To drain and floor place used as Fives Court, ditto - -	120	-	-	110	7	3	(a)	—	
New Iron Shelves and Accoutre- ment Pegs, Leith Fort - -	104	-	-	-	-	-	(b)	—	
To partition off part of Ordnance Store as Office for Command- ing Officer, and fit up Com- manding Officer's Office as a Lock-up, ditto - - - -	147	-	-	129	5	5	(a)	—	
To build Additional Kitchen, Barrack Master's House, Ber- wick-upon-Tweed - - -	90	-	-	7	7	-	(a)	—	
Drain from the Barracks to the Sea, ditto - - - -	378	-	-	328	17	1	(a)	—	
Carried forward - - £.	452,660	-	-	346,868	4	10			

STATEMENT of the Amount paid for New Works, Additions, Alterations, and Improvements, &c.—*continued.*

	GRANTS for 1853-54.	PAYMENTS in 1853-54.	Expenditure not provided for, or in Excess of the Amount Granted for 1853-54.	
PART II.— <i>continued.</i>	£. s. d.	£. s. d.	£. s. d.	
Brought forward - - £.	452,660 - -	346,868 4 10		
North Britain— <i>continued.</i>				
To enclose Soil Pits, and build Screen Walls, Soldiers' Privies, Perth - - - - -	92 - -	67 3 1	(a) —	
To erect a Water Closet, Hos- pital, ditto - - - - -	95 - -	100 11 2	(c) 5 11 2	
Renew Sink Stones and Cess- pools, and Repair Drains, &c., ditto - - - - -	75 - -	85 1 10	(c) 10 1 10	
Surface Drains, to convey Water from Magazine, Aberdeen -	58 - -	48 6 2	(a) —	
Additional Accommodation for Artillery Horses, Edinburgh -	- - -	118 12 3	(d) 118 12 3	{ - Authorised by the Lords of the Treasury.
Plymouth Division :				
Constructing a Tank in the Citadel at Plymouth - -	630 - -	649 10 3	(c) 19 10 3	
Raising a portion of Land face of Towers at Staddon Point -	350 - -	502 13 1	(c) 152 13 1	
Substituting Boarded for Asphalte Floors at Prince of Wales' Battery - - - - -	201 - -	251 5 6	(c) 50 5 6	
Enlarging present Three Stall Stable, for five Horses, Go- vernment House, Devonport -	160 - -	} 213 - -	(a) —	
Building a Coach-house, ditto -	123 - -			
Taking up Grass Plot, and form- ing Gravel Parade, front of Casemates 7 to 17, Citadel -	96 - -	84 16 3	(a) —	
Cementing External Walls of Officers' Quarters, St. Nicholas Island - - - - -	73 - -	66 4 6	(a) —	
Portsmouth Division :				
Constructing three Platforms at the Round Tower, Portsmouth	130 - -	130 10 3	(c) - 10 3	
Renewing Terreplein and setting Granite Platforms, South Sea Castle - - - - -	436 - -	384 4 11	(a) —	
Constructing three Expense Ma- gazines at Hurst Castle -	513 - -	519 19 3	(c) 6 19 3	See also Part I.
Enlarging Officers' Mess Estab- lishment, Fort Cumberland -	119 - -	36 - 10	(a) —	
New Stable and Office for Town Major, Main Guard - -	278 - -	209 10 4	(a) —	
New Wine Cellar, Officers' Mess, Chichester Barracks - -	56 - -	49 12 3	(a) —	
Improving Ventilation of Barrack- rooms, Circular Redoubt, Eastbourne - - - - -	99 - -	79 6 3	(a) —	
Asphalting Terrepleins of four Martello Towers, Sussex Dis- trict - - - - -	- - -	93 8 -	(d) 93 8 -	{ - £. 168 was granted in 1852-53; and 53 l. 7 s. 1 d. only expended... See pre- ceding Statement.
Curbs and Racers to No. 15 Tower - - - - -	- - -	317 9 8	(d) 317 9 8	{ - Authorised by the Lords of the Treasury.
New Concrete Wall Circular Re- doubt, Eastbourne - - -	- - -	101 3 3	(d) 101 3 3	{ - Authorised by the Lords of the Treasury.
Carried forward - - £.	456,244 - -	350,976 13 11		

STATEMENT of the Amount paid for New Works, Additions, Alterations, and Improvements, &c.—*continued.*

	GRANTS for 1853-54.			PAYMENTS. in 1853-54.			Expenditure not provided for, or in Excess of the Amount Granted for 1853-54.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
PART II— <i>continued.</i>									
Brought forward - - £.	456,244	-	-	350,976	13	11			
Woolwich Division :									
Erecting an Iron Roof over the Hoop Fire Furnace, Royal Carriage Department at Wool- wich - - - - -	194	-	-	180	4	11	(a)	—	
Constructing a Tank at ditto -	500	-	-	450	1	-	(a)	—	
Chain Railing to Wharf at Royal Arsenal at Woolwich - - -	127	-	-	67	1	10	(a)	—	
Erecting Splinter Proofs at the Practice Range, Woolwich Marshes - - - - -	280	-	-	344	2	4	(c)	64	2 4
Laying on Water at Dépôt Stables - - - - -	80	-	-	45	15	5	(a)	—	
Providing Drinking Troughs for Horses, Royal Artillery Bar- racks - - - - -	72	-	-	74	3	4	(c)	2	3 4
Fitting up Partitions in lieu of Rails in Four Stables, ditto -	77	-	-	102	7	9	(c)	25	7 9
Converting Barrack Master's House to Barrack Purposes, ditto - - - - -	432	-	-	434	12	8	(c)	2	12 8
Drainage of Woolwich Common	150	-	-	100	1	1	(a)	—	
Converting Obsolete Cells into Bedding Store, Royal Military Academy - - - - -	91	-	-	85	14	5	(a)	—	
Laying the Bottom of the Bathing Pond with Asphalte, and Brick- ing the Sides, ditto - - -	717	-	-	417	9	9	(a)	—	
Erecting a Coach-house, Com- mandant's Quarters - - -	119	-	-	111	12	10	(a)	—	
Building a Sleeping-room over Stable, Official House, C. -	91	-	-	92	3	6	(c)	1	3 6
Enclosing the Corner at the Rear of New Barracks, Royal Arsenal	61	-	-	51	9	8	(a)	—	
Additional Barrack Accommoda- tion, Purfleet - - - - -	107	-	-	84	10	-	(a)	—	
Continuing Bore of Well, and Fixing Pump, ditto - - -	82	-	-	80	10	5	(a)	—	
Enclosing Open Space at each end of the Royal Military Academy (with Iron Railings), Woolwich Common - - -	74	-	-	86	12	5	(c)	12	12 5
Yorkshire District :									
Additions and Alterations to Attics over Soldiers' Barracks, York - - - - -	183	-	-	143	15	11	(a)	—	
Providing Eaves Gutters to ditto	122	-	-	77	14	5	(a)	—	
Ditto, ditto Outbuildings, ditto -	188	-	-	102	14	5	(a)	—	
Supplying Water from York New Waterworks Company, York Barracks - - - - -	640	-	-	552	7	7	(a)	—	
Providing and Fixing Iron Bars to Stable Windows, Leeds -	74	-	-	-	-	-	(b)	—	
Erecting an Additional Storey over Artificers' Shop for Offi- cers, and for Commanding Officer of Royal Artillery at Leeds - - - - -	423	-	-	337	4	5	(a)	—	
Erecting a Cleaning Shed for Troops, ditto - - - - -	149	-	-	-	-	-	(b)	—	
Ditto - - ditto, Scarborough	51	-	-	-	-	-	(b)	—	
Enclosing Outbuildings, ditto -	64	-	-	70	17	7	(c)	6	17 7
Carried forward - - £.	461,392	-	-	355,070	1	7			

STATEMENT of the Amount paid for New Works, Additions, Alterations, and Improvements, &c.—*continued.*

	GRANTS for 1853-54.			PAYMENTS in 1853-54.			Expenditure not provided for, or in Excess of the Amount Granted for 1853-54.		
PART II.—continued.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Brought forward - - £.	461,392	-	-	355,070	1	7			
Antigua:									
Erecting a Stable for Officers' Horses, Shirley Heights -	160	-	-	83	7	10	(a)	—	
Erecting an additional Room to Barrack Storehouse - -	80	-	-	51	5	10	(a)	—	
Erecting a Commissariat Stable	94	-	-	69	10	4	(a)	—	
Erecting a 10,000 Gallon Tank at Commissariat Premises -	194	-	-	2	7	7	(a)	—	
Barbadoes:									
Erecting a Shed for carrying on the Proof of Powder - -	20	-	-	20	18	8	(c)	-	18 8
Providing Glazed Sashes, Medical Pavilion at St. Anne's -	204	-	-	156	11	8	(a)	—	
Berbice:									
New Oven to Commissariat Bakehouse - - - -	83	-	-	66	11	11	(a)	—	
Bermuda:									
Completion of the Western Redoubt at St. George's - -	638	-	-	507	10	5	(a)	—	
Shifting-house for the Magazine Fort, Victoria - - -	31	-	-	2	15	7	(a)	—	
Completion of the Shifting-house and Cooperage at Ireland Island - - -	750	-	-	522	10	8	(a)	—	
Constructing a Landing Place, and making a New Road at Ferry Magazine - - -	41	-	-	-	-	-	(b)	—	
Canada:									
Forming Glacis at Fort Henry, Kingston - - - -	200	-	-	201	5	2	(c)	1	5 2
Constructing a Battery Store for the Artillery at London -	61	-	-	-	-	-	(b)	—	
Constructing Internal Porches to the Officers' Quarters at London - - - -	41	-	-	-	-	-	(b)	—	
Concentrating the Commissariat Establishment at Toronto -	236	-	-	289	7	5	(c)	53	7 5
Continuing the Drainage of the New Barrack Ground at Montreal - - - -	77	-	-	26	16	1	(a)	—	
Cape of Good Hope:									
Lightning Conductor to Magazine, Natal - - -	16	-	-	4	9	4	(a)	—	
Towards the Erection of an Hospital at Fort Peddie, estimated at 592 l. - - - -	292	-	-	282	5	10	(a)	—	
Ceylon:									
Erecting a Bomb-proof Magazine at Trincomalee - - -	294	-	-	277	13	11	(a)	—	
Demerara:									
Completion of Repairs to Hospital at Eve Leary - -	400	-	-	404	5	1	(c)	4	5 1
Renewal of Bridge at Eastern Entrance to the Barracks at Eve Leary - - - -	305	-	-	355	3	5	(c)	50	3 5
Carried forward - - £.	465,609	-	-	358,394	18	4			

STATEMENT of the Amount paid for New Works, Additions, Alterations, and Improvements, &c.—*continued.*

	GRANTS for 1853-54.			PAYMENTS in 1853-54.			Expenditure not provided for, or in Excess of the Amount Granted for 1853-54.			
PART II.—continued.	£.	s.	d.	£.	s.	d.	£.	s.	d.	
Brought forward - - £.	465,609	-	-	358,394	18	4				
Gibraltar :										
Erecting a Magazine for Loaded Shells - - - - -	986	-	-	407	14	10	(a)	—		
Constructing a Tank at Officers' Quarters, North District -	176	-	-	92	13	2	(a)	—		
Constructing a Tank at Prince Edward's Ramp, North District	140	-	-	115	6	5	(a)	—		
Erecting Ovens in Soldiers' Cooking Houses - - - - -	507	-	-	437	10	7	(a)	—		
Grenada :										
Erecting an Ablution House for Fort Matthew and West Spur Barracks - - - - -	145	-	-	92	11	8	(a)	—		
Enclosing Gallery of Officers' Quarters, Fort George - -	-	-	-	127	9	4	(d)	127	9	4
New Tank Storekeeper's Quarters	-	-	-	41	12	2	(d)	41	12	2
Hong Kong :										
Erecting a Store Shed at Murray Battery, Victoria - - -	170	-	-	173	1	6	(c)	3	1	6
Laying down Water Pipes to the Ordnance Storehouses - -	148	-	-	-	-	-	(b)	—		
Substituting Stone for decayed Wooden Floors of Servants' Rooms at Murray Barracks -	242	-	-	127	6	2	(a)	—		
Ionian Islands :										
Covering with Asphalte the Floors of Storehouses in the Citadel, Corfu - - - - -	78	-	-	20	4	5	(a)	—		
Additional Pews in the Garrison Chapel, Corfu - - - -	59	-	-	-	-	-	(b)	—		
Constructing a Washing Shed at Cephalonia - - - - -	59	-	-	42	4	8	(a)	—		
Constructing a Washing and Cooking House at Zante -	66	-	-	65	12	4	(a)	—		
Cast-iron Drying Posts, at Zante	51	-	-	33	10	4	(a)	—		
Jamaica :										
Accoutrement Shelves, Racks, and Pins, for Soldiers' Barracks, at Port Royal - - -	257	-	-	99	7	6	(a)	—		
Renewing Washing Shed at Port Royal - - - - -	75	-	-	59	8	-	(a)	—		
Erecting a Soldier's Washing House, at Spanish Town -	84	-	-	77	10	-	(a)	—		
Renewing Flooring in Barracks, at Up-Park Camp - - -	212	-	-	127	5	9	(a)	—		
Water Closets to Hospital at Newcastle - - - - -	77	-	-	64	15	3	(a)	—		
Two Tanks for Soldiers' Barracks at Maroon Town - - -	307	-	-	-	-	-	(b)	—		
Enclosure Fence to Soldiers' Barracks, at Stoney Hill -	-	-	-	55	11	6	(d)	55	11	6
Carried forward - - £.	469,448	-	-	360,655	13	11				

- - £. 142 was granted in 1851-52. See Statement for 1851-52.

- - £. 141 was granted in 1852-53, and only 37*l.* 17*s.* expended. See preceding Statement.

- - £. 364 was granted in 1852-53, and only 63*l.* 8*s.* expended. See preceding Statement.

{ - - £. 142 was granted in 1851-52. See Statement for 1851-52.

{ - - £. 141 was granted in 1852-53, and only 37 l. 17 s. expended. See preceding Statement.

{ - - £. 364 was granted in 1852-53, and only 68 l. 8 s. expended. See preceding Statement.

STATEMENT of the Amount paid for New Works, Additions, Alterations, and Improvements, &c.—continued.

	GRANTS			PAYMENTS			Expenditure not provided for, or in Excess of the Amount Granted for 1853-54.		
	for 1853-54.			in 1853-54.					
PART II.—continued.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Brought forward - - £.	469,448	-	-	360,655	13	11			
Malta :									
Fitting up Casemates in Cavalier St. Elmo for Magazines, and converting Expense Magazine into Artillery Store -	366	-	-	358	19	3	(a)	-	-
Fitting up Magazine at Floriana with Bays - - - -	109	-	-	106	2	10	(a)	-	-
Levelling the Parade Ground at Floriana - - - -	248	-	-	205	-	5	(a)	-	-
Flooring Sea Magazine at Fort St. Angelo - - - -	122	-	-	111	15	9	(a)	-	-
Enclosing and Fitting up Magazine at Isola - - - -	60	-	-	56	1	7	(a)	-	-
Constructing an Expense Magazine at Vittoriosa - - -	54	-	-	76	2	1	(c)	22	2 1
To improve the Construction of the Privies at the General Hospital - - - -	216	-	-	153	5	2	(a)	-	-
To provide Cast-iron Drying Posts for Fort Recasoli -	20	-	-	9	5	1	(a)	-	-
To fit up Cooking Places for Married Soldiers - - -	200	-	-	207	1	7	(c)	7	1 7
To enlarge the Commissariat Slaughter-house - - -	229	-	-	227	13	3	(a)	-	-
To defray the Expenses of fitting up Premises as an Orphan Asylum, since transferred to the Ordnance - - -	500	-	-	-	-	-	(b)	-	-
Converting ditto into a Barrack for 350 Men - - - -	500	-	-	-	-	-	(b)	-	-
Mauritius :									
Laying down Water-pipes to Engineer Establishment at Candan - - - -	434	-	-	-	-	-	(b)	-	-
Sun Screens for Sentries - -	54	-	-	70	13	5	(c)	16	13 5
New Zealand :									
Constructing a Tank for the Hospital at Auckland - -	68	-	-	30	13	1	(a)	-	-
Constructing a Tank for the Storehouses at Auckland -	70	-	-	36	13	11	(a)	-	-
Nova Scotia :									
New Fence and Boundary Stones, St. John's, New Brunswick -	150	-	-	128	3	-	(a)	-	-
New Fence and Boundary Stones at Fort Cumberland - -	129	-	-	32	2	4	(a)	-	-
Constructing a Privy at the South Barracks, Halifax -	255	-	-	253	12	3	(a)	-	-
Erecting a Fence on the Queen's Wharf, at Halifax - -	51	-	-	32	2	4	(a)	-	-
New Privy for Commissariat Officers, at Halifax - -	84	-	-	84	-	9	(c)	-	- 9
Drainage to Artillery Park Barracks, Fredericton, New Brunswick - - - -	221	-	-	90	11	4	(a)	-	-
St. Christopher's :									
Enclosing Burial Ground - -	45	-	-	44	3	5	(a)	-	-
St. Helena :									
Mounting a 32-pounder gun at Ladder Hill Battery - -	49	-	-	53	12	2	(c)	4	12 2
Carried forward - - £.	473,682	-	-	363,023	8	11			

STATEMENT of the Amount paid for New Works, Additions, Alterations, and Improvements, &c.—*continued.*

	GRANTS for 1853-54.			PAYMENTS in 1853-54.			Expenditure not provided for, or in Excess of the Amount Granted for 1853-54.											
	£.	s.	d.	£.	s.	d.	£.	s.	d.									
PART II.—continued.																		
Brought forward - - £.	473,682	-	-	363,023	8	11												
St. Lucia :																		
Water-tank for Cells and Guard-house, Morne Fortuné - -	141	-	-	48	7	2	(a)	-										
Renewing Boat-shed at Commissariat Wharf, Castries -	75	-	-	-	-	-	(b)	-										
Trinidad :																		
Erecting a Women's Privy at St. James's Barracks - - -	104	-	-	80	15	11	(a)											
Building a Barrack for Military Labourers - - - -	258	-	-	251	13	7	(a)	-										
PART III.																		
ORDINARY AND CURRENT REPAIRS :																		
AT HOME :																		
Ordnance - - - -	33,442	-	-	38,790	16	4	(c)	5,348	16	4								
Barracks - - - -	113,139	-	-	116,180	8	-	(c)	3,041	8	-								
ABROAD :																		
Ordnance - - - -	17,857	-	-	17,260	14	11	(a)	-										
Barracks - - - -	56,957	-	-	51,613	1	6	(a)	-										
SPECIAL SERVICES :																		
Urgent and unforeseen Services ordered by Governors in the Colonies - - - -	-	-	-	7,432	16	7	(d)	7,432	16	7								
£.	695,655	-	-	594,682	2	11				{ - - As per Statement of Particulars at p. 71.								
							£.	s.	d.	£.	s.	d.						
The Amount less Expended than Voted for Works and Repairs, marked (a), in respect of which provision was made in 1853-54, is - -							114,700			13	9							
Amount Voted for Works and Repairs, marked (b), in respect of which no payments were made in 1853-54 - - - - -							25,937			-	-	140,637	13	9				
The Excess of Expenditure beyond the Amount Voted for Works and Repairs, marked (c), in respect of which provision was made in 1853-54, is - - - - -							17,365			12	2							
Amount expended for which no provision was made in 1853-54, see Items marked (d), including 7,432 l. 16 s. 7 d., for Urgent Services ordered by Governors of Colonies - - - - -							22,299			4	6							
												39,664	16	8				
Less Expended than Voted on the Total of the Grant for Works and Repairs, (Vote 7, p. 57) - - - - -											- £.			100,972			17	1

Note.—In the cases marked thus (*), the Amount expended prior to 1st April 1847, is taken from the Column in the Estimate for Works, headed "Gross Sum already Expended upon it." See page 50 of the Ordnance Estimates for 1847-48.

NAVY, ARMY, &c.

1853-54.

DETAILED ACCOUNTS of the RECEIPT and
EXPENDITURE for NAVY, ARMY, COMMIS-
SARIAT, and ORDNANCE SERVICES, for the
Year to the 31st day of March 1854.

(Mr. Wilson.)

Ordered, by The House of Commons, to be Printed,
1 August 1855.

[Price 1 s.]

448.

Under 16 oz.

17

AGENTS OF TRANSPORTS.

RETURN to an Order of the Honourable The House of Commons,
dated 9 February 1855;—for,

RETURN “ of the NAMES, AGES, and LENGTH of SERVICE of the NAVAL OFFICERS
employed in the *Mediterranean* and *Black Sea* as AGENTS of TRANSPORTS.”

Admiralty, }
18 April 1855. }

JOHN BARROW,
Pro Secretary.

(Colonel Dunne.)

Ordered, by The House of Commons, to be Printed,
20 April 1855.

AGENTS OF TRANSPORTS.

RETURN of the NAMES, AGES, and LENGTH of SERVICE of the NAVAL OFFICERS employed in the *Mediterranean* and *Black Sea* as AGENTS of TRANSPORTS.

NAME.	AGE.	SEA SERVICE AS					TOTAL SEA SERVICE.	SERVICE IN OTHER EMPLOYMENTS.
		Volunteer and Midshipman.	Passed Midshipman and Mate.	Lieutenant.	Commander.	Captain.		
REAR-ADMIRAL: Edward Boxer, C. B. -	70	Y. M. W. D. 6 4 2 0	Y. M. W. D. 1 12 0 2	Y. M. W. D. 7 10 3 0	Y. M. W. D. 1 3 3 2	Y. M. W. D. 7 8 2 5	Y. M. W. D. 25 0 3 2	-- Was twelve years Captain of the Port, and Resident Agent for Transports at Quebec; Admiral Superintendent in the Bosphorus from 6th April 1854 and now employed at Balaklava.
CAPTAINS: Peter Christie -	58	6 3 1 3	2 6 1 1	4 7 2 0	3 3 3 6	- - -	16 8 0 3	-- In Coast Guard, as Commander, from March 1835 to April 1838; appointed to Transport Service in March 1854, and superseded in February 1855.
Leopold G. Heath -	37	6 0 3 6	4 7 3 0	6 3 1 3	4 4 2 0	0 2 3 0	21 6 1 2	Appointed Agent for Transports in February 1855.
COMMANDERS: John Steane -	61	6 0 1 4	1 7 1 1	4 5 1 5	- - -	- - -	12 0 0 3	-- Three years in command of Revenue Cruisers, three in Coast Guard; and in the Transport Service since July 1854.
James Rawstone -	60	7 3 3 1	1 7 0 0	8 8 3 2	3 1 1 1	- - -	20 7 3 4	-- Seven years and, a half in Coast Guard as Chief Officer; appointed to Transport Service in April 1854.
Edward Franklin -	57	6 2 0 3	6 12 3 2	3 5 1 5	- - -	- - -	16 7 1 3	-- Six years' service as Chief Officer in Coast Guard; and appointed to Transport Service in May 1854.
William Hoseason -	55	6 1 1 4	6 2 3 5	21 7 0 1	- - -	- - -	33 11 1 3	Appointed to Transport Service 13 April 1854.
John Borlase -	42	6 0 3 0	7 2 3 5	7 8 3 5	0 6 0 0	- - -	21 5 2 3	-- Three years in Naval Service of the Porte, and five months' employment in Transport Service.
Thomas Brewer -	56	6 0 0 6	6 12 3 3	- - -	- - -	- - -	13 0 0 2	-- Seven years in command of Revenue Cruisers, and nearly six years Chief Officer in Coast Guard; appointed 3d February 1855 to Transport Service.
John O. Bathurst -	37	6 7 0 1	1 12 0 1	11 9 0 6	- - -	- - -	20 2 1 1	Appointed to Transport Service in February 1855.
George Mason -	55	6 0 1 0	11 7 3 5	7 3 2 5	- - -	- - -	24 11 3 3	-- Fifteen years as Chief Officer in Coast Guard Service; and in Transport Service from April 1854 to February 1855.
LIEUTENANTS: Edward Wylde -	63	6 0 0 6	2 11 3 1	13 5 1 2	- - -	- - -	22 4 1 2	-- Eighteen months Chief Officer in Coast Guard; two years and a half Agent in a Contract Steam Vessel; appointed to Transport Service 6 April 1854.

William N. Boyce	61	6	6	1	1	2	8	1	0	1	2	3	1	-	-	-	-	-	-	10	4	1	2	-- Six months Agent in a Contract Vessel; appointed to Transport Service 9 April 1854.
Thomas James	57	6	3	0	6	1	0	2	6	9	3	2	0	-	-	-	-	-	-	16	7	1	5	Agent for Transport Service 24 February 1854.
William W. Oke	60	6	6	1	1	4	4	0	0	15	7	3	3	-	-	-	-	-	-	26	5	0	4	-- Four years Agent on board a Contract Steam Vessel; appointed to Transport Service 1 May 1854.
Joseph Robinson	53	7	7	2	3	4	0	2	1	2	5	0	2	-	-	-	-	-	-	14	0	0	6	-- Fifteen years in Coast Guard Service; about nine months in a Contract Steam Vessel; appointed to Transport Service in July 1854.
James Yule	57	6	0	0	1	2	11	3	1	6	7	0	0	-	-	-	-	-	-	15	5	3	2	-- Four years and a half in Coast Guard; appointed to Transport Service in March 1854.
John J. Wilkinson	64	6	0	1	0	1	2	3	3	-	nil	-	-	-	-	-	-	-	-	7	3	0	3	-- Eight years' Service as Chief Mate of Revenue Cruisers; nearly five as Chief Officer in Coast Guard; ten as Mail Agent; and appointed to Transport Service July 1854.
Charles W. Scott	56	6	0	3	1	5	4	0	5	3	2	0	6	-	-	-	-	-	-	14	7	0	5	-- Twenty years' Service in Coast Guard; appointed to Transport Service 21 April 1854.
John S. Keatley	56	6	1	0	2	6	0	1	2	0	3	2	2	-	-	-	-	-	-	12	4	3	6	-- Five years Chief Officer in Coast Guard; six in command of Revenue Cruisers; appointed to Transport Service in March 1854.
John Kempe	50	6	0	2	3	1	7	3	4	1	12	2	2	-	-	-	-	-	-	9	8	0	2	-- Appointed Agent for Mails in January 1854; removed, whilst serving in the Mediterranean, to the Transport Service.
William Hay	58	6	12	1	0	2	10	0	5	0	4	0	5	-	-	-	-	-	-	10	0	2	3	-- Fourteen years and four months' Service in Revenue Cruisers; upwards of thirteen in the Coast Guard; and in Transport Service since 5 July 1854.
St Leger Aldworth	48	6	0	3	0	4	7	0	5	5	10	1	3	-	-	-	-	-	-	16	5	1	1	-- Appointed Agent for Transports since 24 February 1854.
Joshua Hutchinson	45	7	4	2	6	1	11	3	5	5	5	3	1	-	-	-	-	-	-	14	9	1	5	In Transport Service since 30 March 1854.
Griffith G. Phillips	44	6	0	2	5	6	9	3	1	11	1	2	3	-	-	-	-	-	-	23	12	0	2	In Transport Service since 13 April 1854.
Richard Hoops	47	6	1	2	1	6	1	3	5	7	12	0	0	-	-	-	-	-	-	20	2	1	6	In Transport Service since 24 February 1854.
Wm. G. J. Cunningham	43	6	0	0	3	7	11	0	6	10	2	3	6	-	-	-	-	-	-	24	1	1	1	In Transport Service since March 1854.
James B. Ballard	36	6	1	3	5	5	6	1	3	6	3	2	6	-	-	-	-	-	-	17	12	0	0	-- About one year in Coast Guard Service; and in Transport Service since October 1854.
Thomas Goss	43	-	nil	-	-	-	nil	-	-	2	2	0	5	-	-	-	-	-	-	18	11	0	5	-- Served seven years as Volunteer of second class and Master's Assistant; two years and three months as second Master; seven years and six months as Master; in Coast Guard as Lieutenant from September 1848 to February 1852, and in Transport Service since 20 April 1854.
William C. Geary	40	6	0	0	0	7	0	2	1	3	12	1	0	-	-	-	-	-	-	16	12	3	1	-- Three years and five months in Coast Guard Service, and in Transport Service since July 1854.
Richard John Turner	50	6	9	3	6	0	4	3	4	-	nil	-	-	-	-	-	-	-	-	7	1	3	3	-- Nine years Chief Mate of Revenue Vessels, and three years in command of the same; seven years and a half in Coast Guard, and in Transport Service since 3 March 1854.

AGENTS OF TRANSPORTS.

RETURN of the NAMES, AGES, and LENGTH of
SERVICE of the NAVAL OFFICERS employed in
the *Mediterranean* and *Black Sea* as AGENTS of
TRANSPORTS.

(Colonel Duane.)

Ordered, by The House of Commons, to be Printed,
20 April 1855.

186.

Under 1 oz.

BALAKLAVA HARBOUR.

RETURN to an Order of the Honourable The House of Commons,
dated 10 August 1855;—for,

COPY “ of CORRESPONDENCE relative to the State of the HARBOUR of
Balaklava.”

Admiralty, }
10 August 1855. }

JOHN JONES DYER,
Chief Clerk.

CORRESPONDENCE relative to the HARBOUR of *Balaklava.*

Mr. *Wm. D. Jeans* (Secretary to the late Rear-Admiral *Boxer*) to the Secretary
to the Admiralty.

(Extract.)

33, Surrey-street, Strand, 13 July 1855.

In compliance with the request contained in your letter of the 10th instant, to furnish you, for the information of the Lords Commissioners of the Admiralty, with any documents in my possession which relate to the duties and proceedings of the late Rear-Admiral Boxer, as far as the arrangements in the harbour of Balaklava are concerned, and likewise in regard to the transport service, I have the honour to enclose, for their Lordships' information, a copy of a letter* which was drawn up by the Rear-Admiral's directions, though his death took place without its being signed; and my unlooked-for departure from Balaklava prevented my forwarding it through the Commander-in-chief. I beg, however, to enclose a copy of a letter from Sir Edmund Lyons on the principal subject of the letter, dated the 18th April.†

The copies of the Regulations for the Harbour of Balaklava, and of the directions to Captain C. B. Hamilton, of the “Diamond,” for carrying out the duties of the port, which are already in their Lordships' possession, ‡ clearly define the necessary arrangements; but I also enclose documents which will give a clear idea of the late Rear-Admiral's proceedings.

(Enclosure 1.)

Rear-Admiral *Boxer* to Rear-Admiral Sir *Edmund Lyons*.

Sir,

“Diamond,” at Balaklava, 1 June 1855.

As various reports have appeared in the English papers, giving a very erroneous opinion of the state of this harbour, I took occasion, when the steam-ships “Himalaya” and “Etna” were alongside the wharf disembarking the 10th Hussars from Alexandria, to engage Mr. Simpson, a clever artist, in making a sketch of the wharves on the western side of the harbour, and to show the positions of the shipping as far as possible, which sketch I have the honour to forward herewith, with a request that you will lay the same before the Lords Commissioners of the Admiralty.

The drawing shows the transports “William Jackson” and “St. Hilda” lying alongside the wharf, fitted for the reception of sick and wounded, with bows
rigged,

* Enclosure 1.

† Enclosure 23.

‡ Enclosures 19 and 20.

rigged, ready for their immediate embarkation. The "Etna" is the next ship, and the "Himalaya" outside of all, though she can lay alongside the wharf if necessary. The troops and horses were disembarked by means of a brow between the two sick-ships in a few hours.

The two ships in the foreground are the "Diamond" and the "Wasp," moored in a position to sweep the valley with their guns, should the enemy have attacked our lines in the spring, and no vessel or boat is allowed to lie above this position.

On my appointment, I at once commenced the construction of wharves on the western side, and, with the assistance of a strong party of seamen from her Majesty's ships in port, they have been brought to completion. There is now a continuous line of wharf frontage for 1,360 feet, properly piled and backed in with rocks and rubble from the hills in the rear. The depth of water varies from 20 feet at a ship's centre to three feet, and the railway has been laid along the whole length, over a space where but a few weeks ago the water of the harbour flowed.

At these wharves many thousands of troops and horses have been embarked and disembarked, as many as 750 horses and mules having been landed in one day, and as many were shipped in the same time on the sailing of the first expedition to Kertch. Cranes, capable of lifting the heaviest weights, have been supplied to me by the Railway Company, by which upwards of 150 heavy guns and mortars have been transferred from lighters to the railway trucks, as well as other stores for the siege operations. All the hay for the army is also landed and conveyed by the trucks to the various depôts. I beg to refer to the military authorities for an opinion on this subject, and the important service which will be rendered by such a space for embarking the troops, should the final embarkation of the army take place at Balaklava.

As regards the harbour itself, regulations have been printed for general guidance. The ships are moored in tiers with as much regularity as if in the London Docks, and a working channel is kept in the centre of the harbour, with clear passages to the various landing-places. Shore and bum-boats, 54 in number, are registered, numbered, and licensed, and a tariff of fares established.

A water-police of 10 men has been regularly organised, with a distinctive uniform, resembling that of the Thames Police. One boat is constantly on duty, day and night. At 10 P.M. all lights are extinguished; and a stranger passing up the harbour after that hour could hardly imagine himself in the midst of nearly 200 vessels of all nations, with a floating population of several thousand souls, so perfect is the silence, broken at regulated periods by the calls of the night-watch kept on board every vessel, and the challenge of the water-police. All boats after 10 P.M. are obliged to carry a light in the bow, in order that the police may ascertain the cause of their movements.

Large boats have been fitted to convey the dirt and offal from the town and shipping outside the harbour; and it is the duty of the police to see that this is performed properly, and that all floating matter in the harbour is collected and carried away. It is also the duty of the police to tow away all dead cattle floating in the harbour.

I can assure you, Sir, that considering the enormous traffic in this small confined harbour, upwards of 500 vessels having arrived and sailed during the last month, it is most gratifying to witness the state of the harbour, and the few complaints I receive of disorderly conduct, which I attribute in a great measure to the exertions of the water-police, and the salutary effects of solitary confinement and bread-and-water diet I have established for offenders.

When I arrived here on 30th January, I found four of the transports damaged by the gale of the 14th November—No. 16, "Lady Valiant," dismasted; No. 21, "Pride of the Ocean," dismasted, an hospital for the Marine Brigade; No. 45, "Medora," dismasted, a depôt for ammunition; No. 88, "Sir Robert Sale," dismasted, a depôt for stores for the Naval Brigade.

With your approval, I demanded huts from the military authorities, and constructed a hospital for the Marine Brigade on shore, which is capable of containing 160 patients. Huts were also erected in the naval yard to receive the staff and stores of the Naval Brigade, and the powder in the "Medora" was removed to another ship. By these measures I was enabled to send three disabled ships to Constantinople, and the "Medora" has been purchased for a coal depôt.

By your order, a beautiful hospital has been established for the Naval Brigade and her Majesty's ships, on the plateau above Cossack Bay, which removes all the sick from afloat.

Having

BALAKLAVA

SHEWING THE STATE OF THE QUAYS & THE SHIPPING IN MAY 1855





Having represented to Lord Raglan the danger of keeping a large quantity of powder in Balaklava amongst the shipping, a depôt has been erected in Cossack Bay to receive a portion of it, and the remainder has been sent in the "Gertrude," No. 54, to Kazatch for security.

I have, &c.

(Enclosure 2.)

Rear-Admiral *Boxer* to the Quartermaster-General.

(Extract.)

17 February 1855.

I COINCIDE with Lord Raglan as to the necessity of the harbour being cleared as far as the service will permit, and I have turned my attention most anxiously to that subject. I beg respectfully to make the following suggestions, for the information of his Excellency, with that object in view:

That no more than a given quantity of provisions be allowed to remain in ships in this harbour, and that all above such quantity be sent to Kamiesch for security.

That the number of private merchant-vessels which are beginning to resort here, and which will greatly increase as the season advances, be, if possible, restricted, and for that purpose I would recommend that directions be given to the authorities at Constantinople not to clear any vessels for Balaklava, except those freighted for the public service, without obtaining permission from the authorities here.

It would also be advisable that larger fatigue parties be appointed to take away the huts as they are landed, to enable the hut-vessels to be cleared with greater despatch, in order that they may be removed from the harbour.

I am very anxious to prevent fire amongst the shipping during the crowded state of the harbour; and in order that every precaution be taken I have directed an agent of transports to visit the ships occasionally during the night, to ascertain that the regulations in force relative to fire are strictly adhered to, and a boat from one of the ships of war in port to row a night-guard. I am also about to establish a water-police, from which I hope to derive great benefit.

(Enclosure 3.)

Rear-Admiral *Boxer* to Commissary-General *Filder*.

Sir,

"Diamond," at Balaklava, 24 February 1855.

CAPTAIN RAYMOND having informed me that it is your intention to hire some of the steam-vessels engaged by the Railway Company, when their cargoes shall be taken out, I consider it my duty to inform you, that from the large number of steam transports sent from England, and daily arriving, I shall be able to provide you with ample transport for all necessary purposes, without increasing the already very large list of such vessels.

Should you require any more cattle-vessels, the "Sea Nymph," "Lion," "Manilla," "Royal Victoria," "Cumberland," and "Foyle," would answer the purpose very well, and I could get the fittings necessary for the service put up in a few days at Constantinople. If any of them are employed as cargo-ships, the hut or warm-clothing vessels are equally fit for that purpose.

There are now in harbour about 30 steam-transports unappropriated, as soon as their cargoes are disposed of.

I have, &c.

(signed) *Edward Boxer*.

CORRESPONDENCE RELATIVE TO

(Enclosure 4.)

Commissary-General *Filder* to Rear-Admiral *Boxer*.

Sir,

Balaklava, 25 February 1855.

IN reply to your letter of the 24th instant, respecting the engaging of any further number of steam-vessels, I have the honour to acquaint you that, in pursuance with instructions from the Commander of the Forces, given to me on the suggestion of Rear-Admiral Sir E. Lyons, I placed myself in communication with the principal agent for transports, with the view of obtaining from that officer two cattle-vessels, in lieu of the "Albatross" and "Cormorant," ordered by the Admiralty to return to England; and he has transferred to me the "Royal Victoria" and "Foyle" steamers for that purpose.

It being of the utmost importance that the supply of fresh meat to the troops should be increased, I have proposed to the Commander of the Forces that a third vessel should be transferred to me for the conveyance of cattle, and named the "Levant" steamer, belonging to the North of Europe Company, for that service.

Of the vessels which you propose to place at my disposal for the conveyance of cattle, the "Lion" and "Cumberland" are already in the temporary employment of the Commissariat.

The "Royal Victoria" and "Foyle" have now been permanently attached to the department, and the "Manilla" and "Sea Nymph" are neither of them suited to the service.

It is for consideration, therefore, whether it would not be advisable to discharge one of the latter vessels, and charter the "Levant."

I have, &c.
(signed) *William Filder.*

(Enclosure 5.)

Rear-Admiral *Boxer* to Major-General *Airey*, Quartermaster-General.

Sir,

"Diamond," at Balaklava, 24 February 1855.

THERE being a large quantity of warm clothing for the army in the harbour, more, I believe, than is necessary for immediate issue, I take the liberty of pointing out, for Lord Raglan's information, that such is the crowded state of this harbour, that a fire breaking out (by no means an improbable event) would not only destroy it all, but the provisions and ammunition also. I have therefore the honour to submit, for his Excellency's consideration, whether such portion of the clothing as may not be required for immediate issue might be sent in a transport to Constantinople, and stored there, demands being made as necessary, so as to prevent the whole being destroyed by any calamity.

With the approbation of Sir Edmund Lyons, I have recommended to the proper authorities that all surplus provisions and ammunition should be sent to Kazatch, from whence I can bring the vessels here at a few hours' notice.

I have, &c.
(signed) *Edward Boxer.*

(Enclosure 6.)

Colonel *Gordon* to Rear-Admiral *Boxer*.

Quartermaster-General's Office, before Sebastopol,
25 February 1855.

Sir,

I HAVE the honour to request, by desire of the Field Marshal, that you will be good enough to name a large ship (quite empty), which can be filled with such stores as are not required at present, in order to carry out the suggestions contained in your letter of the 24th instant.

I have, &c.
(signed) *Alex. Gordon,*
Colonel, Assistant Quartermaster-General.

(Enclosure 7.)

Rear-Admiral *Boxer* to Major-General *Airey*.

Sir,

1 March 1855.

IN reply to your letter of the 25th ultimo, I beg to acquaint you, that the "True Briton" transport, of 820 tons, now perfectly empty, is ordered to be appropriated for the reception of the stores therein alluded to.

If an officer is told off to make the necessary inventories, and to point out from what places the stores are to be removed, I will facilitate the transfer by every means in my power.

I have, &c.

(signed) *Edward Boxer*.

N. B.—The "Negotiator," "Blake," "Black Boys," and "Paramatta" transports were afterwards appropriated to the same service.

(Enclosure 8.)

Rear-Admiral *Boxer* to Mr. *Young*.

Sir,

"Diamond," at Balaklava, 24 February 1855.

HAVING had under my notice the enormous quantity of ammunition in this port, and the great danger of explosion from the crowded state of the harbour, ships with fire exposed lying alongside the depôts, and combustible stores in every direction, I consider it my duty to recommend to your notice the necessity of removing as many of the powder-ships as possible to Kazatch for security; and that on the arrival of the "Gertrude," the powder on board the various steam-vessels in port be put on board, and that ship also sent to Kazatch.

Should the military authorities concur in my views, I would tow the ships you may select, without delay, to their destination, and I shall always have the means of bringing them back, when required, at a few hours' notice.

I have, &c.

(signed) *Edward Boxer*.

(A corresponding letter to Commissariat.)

(Enclosure 9.)

Mr. *Young* to Rear-Admiral *Boxer*.

Sir,

Balaklava, 3 March 1855.

HAVING submitted your letter, dated 24th ultimo, to the Colonel commanding Royal Artillery, I beg leave herewith to enclose a copy of his reply.*

I have, &c.

(signed) *Wm. L. M. Young*,
Commissary.

(Enclosure 10.)

Lieutenant-Colonel *Adye* to Mr. *Young*.Head Quarters, Royal Artillery Camp,
26 February 1855.

Sir,

WITH reference to your correspondence with Admiral Boxer on the subject of magazine ships, I am desired by Colonel Dacres to say that he quite coincides with the Admiral in opinion that not more than one of the powder magazine vessels should

* Enclosure 10.

should remain in the harbour of Balaklava; and he wishes you to make such arrangements as you may deem advisable, so that the other two may be sent to Kazatch Bay as soon as possible.

On the arrival of the "Gertrude," the other vessels containing powder and ammunition could also be emptied of their contents, and this ship also sent away again, and also the "Timandra," when filled.

Colonel Dacres wishes you again to urge on Admiral Boxer the necessity of the "Gertrude" being again sent for, as the great delay causes much inconvenience.

I have, &c.

(signed) *John Adye,*

Lieutenant-Colonel, Assistant Quartermaster-General.

(Enclosure 11.)

Rear-Admiral *Boxer* to Captain *Christie*.

Sir,

"Diamond," at Balaklava, 27 February 1855.

It being of importance to keep the harbour as clear as possible, so that in the event of fire or any other probable emergency during the course of hostilities, I have to desire your particular attention to the following directions:

All transports, when unloaded, are to be sent at once to Constantinople, first ascertaining from the military authorities if any stores require to be conveyed. They can remain there till required, and prevent the engaging of private vessels, now a source of great inconvenience and expense.

When any vessel is nearly unloaded, and the remainder of the cargo cannot be at once received, it is to be transferred to another vessel with a similar cargo, and the same reported to the Commissariat.

By following these measures we may hope to reduce the number of vessels which now crowd the harbour, to the great inconvenience of the public service.

I have, &c.

(signed) *Edward Boxer.*

(Enclosure 12.)

Rear-Admiral *Boxer* to Major-General *Airey*.

Sir,

"Diamond," at Balaklava, 3 March 1855.

In reply to your letter of yesterday, I beg to acquaint you that I have given the necessary orders for the Southampton huts, which are on board the "Rajah," "Amity," and "Black Boy," to be landed with all possible expedition.

As we shall land them much quicker than they can be removed, an increase to the strength of the present fatigue parties would hasten their transfer to the front.

I have, &c.

(signed) *Edward Boxer.*

(Enclosure 13.)

Major-General *Airey* to Rear-Admiral *Boxer*.

Sir,

Head Quarters, 10 March 1855.

I HAVE the honour to request, by Lord Raglan's desire, that you will have the goodness to send me a list of the various ships now in harbour, specifying the date of their arrival.

It appears to his Lordship absolutely necessary to adopt some stringent measures for the prevention of so many vessels being congregated at the same time in port.

He suggests that the masters of all vessels laden with private cargoes should be communicated with, and informed that their ships can only remain a certain number

number of days in harbour; that their cargoes must be discharged on shore at the village which has been established, or disposed of by sale in such manner as they deem best, for it is impossible that their ships can be allowed to remain in the harbour of Balaklava longer than the day fixed.

Lord Raglan requests you will have the goodness to state what number of days you may think it fair that each ship should remain.

Such vessels as the "Anne Maclean," selling under cost-price, and the vessels of the Crimean Fund, will, of course, be allowed exemption from these rules; still, it is advisable that even these vessels should not occupy space longer than can be avoided.

Lord Raglan requests you will communicate with the Commissary-general to see what Commissariat ships may be required in harbour, so that others may be sent round to Kazatch Bay.

His Lordship would be much obliged to you for any suggestion to aid in carrying out this important object.

I have, &c.

(signed) *Richard Airey*,
Quartermaster-general.

(Enclosure 14.)

Rear-Admiral *Boxer* to Major-General *Airey*.

Sir,

"Diamond," at Balaklava, 16 March 1855.

I HAVE the honour to acknowledge receipt of your letter of the 10th instant, and now beg to enclose a list of the vessels of all descriptions in this harbour at the present moment,* with the dates of their arrival, the nature of their respective cargoes, and the quantity remaining on board. I would have forwarded it earlier, but I wished to make it a return interesting to his Excellency the Field-Marshal commanding the Forces.

I entirely concur in his Lordship's opinion, that it is absolutely necessary to adopt some stringent measures for the prevention of so many vessels congregating in this port, and I am endeavouring to carry out so desirable an object by every means in my power.

As Lord Raglan has been pleased to ask for my suggestions on this subject, I gladly avail myself of the permission to do so as follows, which, I think, would greatly contribute to clear the water and shores of this harbour.

1. There are 11 vessels with huts on board, and as we can land these much faster than they can be removed, I should suggest that they be all landed as soon as possible, and conveyed at once by the railway to the plain, and stacked on each side of the rails. The same course might be followed with regard to hay and firewood.

2. I find difficulty in clearing the railroad vessels, there being seven nearly full. I should think there could be no objection to stacking all the rails and sleepers in the same manner as proposed in No. 1, which would not only reduce the number of ships, but would clear the wharves, and allow of the necessary cleansing, in anticipation of the approaching warm weather.

3. When the hut vessels are all cleared, a certain number might be usefully employed in the conveyance of Commissariat stores, and render the hiring of sailing-vessels unnecessary; whilst the certainty with which passages can be made by steam would enable the Commissariat Department to regulate their supplies, which is impossible as regards sailing-vessels. The list will show the enormous quantity of Commissariat and other supplies in port, and seven or eight other vessels with provisions have been sent to Kazatch to wait for orders.

In the Regulations for the Port, now printing, it is pointed out, that vessels arriving with goods for sale will receive notification, in writing, of the time they will

* Sailing transports, 20; steam transports, 37; freight-ships, 37; colliers, 6; Ordnance vessel, 1; railway vessels, 13; Crimean Fund vessels, 4; private vessels, 12; Turkish Government, 5; French Government, 6. Total, 141.

will be allowed to remain in harbour. I should think that 14 days for vessels of 200 tons, and a proportionate time for larger vessels (which must be limited to certain numbers), would be a fair time. The columns of remarks will show the dates the vessels now in port are ordered to leave.

4. In order to send off the small Commissariat freight-vessels, I have decided on appropriating four of the largest sailing-transport as depôts for provisions—one for bread, one for salt meat, one for spirits, and a fourth for groceries. They will immediately be moored in a convenient situation, and the freight-vessels placed alongside to discharge.

I have already despatched to Kazatch all the provision-vessels which the Commissariat wished sent there.

The opening of the railway to the top of the first hill will greatly facilitate the removal of provisions and stores. The rails are now extended to the Hay and Ordnance Wharves on the western side of the harbour.

The ammunition in the small steamers is now being removed to the "Gertrude," or landed for conveyance to the front. A magazine is also erecting in Cossack Bay, to receive the powder from one of the floating depôts. The "Gertrude" and "Earl of Shaftesbury" will be sent, when completed, to Kazatch.

As ammunition will be stored on shore, it may be worthy of consideration whether a depôt might not be established in some convenient situation between this and the trenches, to guard against accident, and facilitate its removal to the front.

I am erecting huts on shore for the reception of the stores belonging to the Naval Brigade, and to form a hospital for the Royal Marine Battalion. This will enable me to get rid of two of the transports wrecked in the gale of the 14th November. The dismantled transport "Lady Valiant" sails to-day for Constantinople, in tow of the "Emperor;" and the "Medora," powder magazine, also dismantled, will not be required much longer.

When the measures now in course of adoption are carried out, and we can get rid of the huts and railway-vessels, the stores will be landed with greater facility; and I feel satisfied that, in a short time, the harbour will wear a different aspect.

Should his Lordship see fit to order my suggestions to be adopted, as regards the hut and railway-vessels, I shall be happy to carry his Excellency's instructions into effect as far as lies in my power.

I have, &c.
(signed) *Edward Boxer.*

(Enclosure 15.)

Colonel *Gordon* to Rear-Admiral *Boxer*.

Quartermaster-General's Office, before Sebastopol,
25 March 1855.

Sir,

WITH reference to the latter part of the third paragraph of your letter of the 16th instant, which provides for the regulating of the time which vessels arriving with goods will be allowed to remain in the harbour, I have the honour to inform you that Lord Ragland acquiesces in the arrangement you speak of, and requests it may be carried out.

Your suggestions as to the stacking of hutting and railway material, and the establishment of an ammunition depôt, will be referred to Colonel Dacres and Mr. Beatty respectively, for their consideration, and Mr. Commissary-general Filder has been recommended to adopt your suggestion with reference to the hut-vessels when emptied.

I have the honour to add that the Field-Marshal concurs in the arrangements mentioned in your letter, and approves of the measures, the adoption of which you recommend for the clearing of Balaklava harbour.

I have, &c.
(signed) *Alex. Gordon,*
Colonel, Assistant Quartermaster-General.

(Enclosure 16.)

Rear-Admiral *Boxer* to Major-General *Airey*.

Sir,

"Diamond," at Balaklava, 22 March 1855.

I HAVE the honour to report to you, for the information of his Excellency the Field Marshal commanding the Forces, that the continuous line of wharves which have been constructed under my superintendence, by the seamen of Her Majesty's ships, along the western side of this harbour, are ready for landing stores of all descriptions, and troops, and that the railway has been laid down along the whole extent of them.

I hope to have the satisfaction of seeing you witness the landing of the 10th Hussars direct from the "Jason" to the wharf.

In order that full advantage may be taken of the great facility afforded by the railway, I take the liberty to mention that if stronger fatigue parties could be told off to take the stores away from the boats, and more railway waggons appropriated for this special service, we could clear the ships in port in a much less time than is done at present.

I have, &c.

(signed) *Edward Boxer*.

(Enclosure 17.)

Rear-Admiral *Boxer* to Major-General *Airey*.

Sir,

"Diamond," at Balaklava, 3 April 1855.

I HAVE the honour to acknowledge the receipt of Commissary-general Filder's letter of the 28th ultimo, forwarded for my information, in which he states that he considers the "Faith" and "Hope," steam transports, quite sufficient to keep up the supplies of the army from the dépôt formed at Constantinople, and I beg to remark, for the Field Marshal's information, I am of opinion that when the provisions in this harbour and at Kazatch become exhausted it will be found quite impossible to keep up the supplies of the army by these two vessels. I would, therefore, again recommend that several of the cargo vessels, best adapted for the service, be retained for this purpose, more especially to keep up the supplies of fuel, forage, &c., which is now performed by small sailing freight vessels, mostly foreigners, which crowd the harbour and are liable to introduce dangerous characters from among their crews.

I have always been of opinion that the dépôt for the supplies of the army should be formed at Malta, instead of at Constantinople, and the supplies kept up by small cargo steamers, as from the difficulty the passage of the Dardanelles and Bosphorus offers to sailing vessels with the prevailing northerly winds, the supplies by such ships is rendered very uncertain.

It therefore appears to me worthy of consideration that the dépôt for army supplies be made at Malta instead of at Constantinople, and the communication kept up by small cargo steamers at present in the country.

I have, &c.

(signed) *Edward Boxer*.

(Enclosure 18.)

Rear-Admiral *Boxer* to Rear-Admiral Sir *Edmund Lyons*.

Sir,

"Diamond," at Balaklava, 11 April 1855.

I HAVE the honour to forward herewith copies of the regulations I have established for the harbour of Balaklava, and of the instructions I have given to Captain Hamilton of Her Majesty's ship "Diamond" for carrying on the duties of the port, which I request you will be pleased to lay before the Lords Commissioners of the Admiralty.

I have, &c.

(signed) *Edward Boxer*.

(Enclosure 19.)

REGULATIONS for the Port of *Balaklava*.

No vessel to enter the harbour without permission, which will be signified by the rendezvous flag (blue and white chequered) with the vessel's number under it, hoisted at the signal-post on the eastern side of the entrance. When the flag is not hoisted, permission is not granted, and a boat to be sent in for orders.

Masters of vessels not in the employ of the Government to communicate personally with the senior naval officer before they be allowed to enter.

A boom will be drawn across the mouth of the harbour at sunset every evening, and no vessel will be permitted to enter or depart after that time.

The signal-post is in possession of Marryat's signals.

On entering the port, the Harbour-master will berth the ship, which berth is not to be changed without permission, and when she is secured, the master is to wait on the senior naval officer with his manifest bills of lading, and a list and description of all passengers on board, stating their names, the nation to which they belong, the object of their visit, and the name of the authority who has given the required pass. He will then proceed to the principal agent of transports, and afterwards to the military departments to whom the cargo is consigned.

It is hereby notified that masters of vessels will be held responsible for all passengers they may bring to Balaklava. No passengers to be received on board without a pass from the senior naval or military officer, or the consular officer or agent at the port of embarkation, and any arriving without such guarantee will be detained on board the vessel which brings them, and conveyed away, on her leaving the port, at the master's expense. All passengers, on arrival, to present themselves immediately at the office of the military commandant to have their pass *visé* by that officer, without which they will be liable to arrest by the provost-marshal.

Vessels arriving with cargoes for sale on private account will receive written notification of the time they are to remain in port, at the expiration of which it is expected they will leave the harbour.

The sale of spirits, either to sailors, soldiers, or to parties for retail, is strictly forbidden, and any attempt to evade the law will be followed by the seizure of all the spirits on board the offending vessel, and immediate expulsion.

No person can be permitted to proceed to the front without obtaining permission from the Adjutant-General of the Forces, to whom application must be made.

All drunken men and persons creating a disturbance will be apprehended by the police or guard-boats, and kept in custody on board a ship of war pending the proper inquiry into their misconduct. Any persons misbehaving on shore will be summarily punished by the Provost-Marshal.

The guard-boats and police have orders to stop all boats pulling about the harbour after 10 P.M., to ascertain their object, and that no suspicious or improper persons are abroad.

No offal of any description to be thrown overboard, but to be carried to sea. Should the state of the weather not permit a boat to leave the harbour, it is to be buried in Cossack Bay.

Masters of cattle vessels are strictly directed to cause all dead animals to be thrown overboard before nearing the harbour; and on landing their cargo, no time is to be lost in effecting the necessary purifying and whitewashing.

As dead cattle and other nuisances are constantly collecting in this close harbour, which has no rise or fall of tide, thereby rendering such accumulations highly prejudicial to health, the Harbour-master is to be supplied, on his requisition, with boats from any ships to tow the same away, as well as with every other required assistance in the execution of his duty.

As the large number of vessels in harbour renders it imperative to take more than ordinary precautions against fire, the following directions are to be strictly attended to:—

Each ship of war to have a fire-engine in a boat every evening after sunset.

Vessels having portable fire engines are to keep them, as well as the hoses and fire-buckets, in immediate readiness for service; and a boat's crew, to be called the "Fire-boat's crew," to be told off in every ship; the hatches to be kept ready for putting on at once.

Galley-

Galley-fires to be extinguished at 7 P.M., and all lights and fires to be out by 10 P.M., except the Commander's cabin-lamp, and such deck-lights as may be considered necessary.

The Admiralty regulations relative to smoking to be strictly adhered to, and no smoking allowed after 9 P.M. No smoking on any account to be permitted off deck or in cabins. Any accident arising from a disobedience of this order will affect the insurance.

No fire-arms to be discharged inside "Powell Point."

The magazines of all ships having powder on board to be kept in readiness for drowning.

No combustible materials to be permitted to lie about the ships. Greased and oiled rags, or oakum, being liable to spontaneous combustion, to be carefully put into iron casks or buckets on deck.

Coal-bunkers to be frequently looked to, and should the temperature be higher than usual, examination to be made to ascertain if the coals have ignited, and a report to be made to the senior officer.

Ships to have cables ready for slipping, and hawsers at hand for towing.

No pitch on any account to be boiled on board ship or in a boat, but to be taken to a safe place on shore.

A watch on deck to be kept at night in every ship. The police have orders to hail ships on going the rounds, and to report those which do not answer.

Should a fire be discovered, the alarm-bell to be rung immediately, but only on board the ship in which the fire has broken out, upon which, ships having portable engines are to send them without delay to the spot, with directions to the officers in charge of the boats to follow the orders of the senior naval officer present, who will conduct the measures for extinguishing the fire. A carpenter is to accompany each boat, with the necessary tools for scuttling a ship either of wood or iron. No other persons to leave their ships on any account, but to remain on board to take every precaution against the fire spreading.

Steam-ships to light their fires, and those immediately to leeward, or in the vicinity of the fire, to be removed, or to proceed out of the harbour as soon as possible, each one towing off the nearest sailing ship.

Steam-tugs to be held in readiness for any service.

Should the fire be in a ship having powder on board, and it appears likely to spread, the magazine to be immediately flooded, and the ship scuttled, should the senior naval officer present consider such a step necessary.

All bumboats and shore-boats are to be registered, and have their numbers painted legibly on each side of the bow. Applications for registers to be made to the senior naval officer, and no boat to be permitted to ply without the necessary authority.

The Harbour-master to have charge of all vessels leaving the port.

All commanders of vessels will be held responsible for the due observance of these regulations, both by themselves and by those under their immediate orders.

(signed) *Edward Boxer*,
Rear-Admiral and Senior Officer.

"Diamond," at Balaklava, 6 March 1855.

(Enclosure 20.)

INSTRUCTIONS for Captain *C. B. Hamilton*, of Her Majesty's Ship "Diamond," to assist in carrying on the Duties in the Harbour of Balaklava, or for the Officer to whom the same may be transferred.

THE port is under the general superintendence of the senior naval officer; but to aid in carrying out the public service in a systematic and satisfactory manner, you are hereby directed to superintend the following departments, and to see the duties properly and efficiently conducted, furnishing the necessary instructions, as hereinafter detailed, to the officers placed at your disposal.

HARBOUR-MASTER.

The duties of this office to be performed by two officers, who will be selected from Her Majesty's ships.

They are as follows :—

When vessels are permitted to enter the harbour, to proceed outside and bring them in, by tug if required.

To proceed to vessels in distress, in the vicinity of the harbour, with the means of affording the necessary assistance.

To berth the transports and other vessels in such situations as will allow of their respective cargoes being landed with the greatest facility at the wharves appropriated to the several departments of the army.

To allow no transport with powder for the army or navy to proceed above Cossack Point until it is removed.

To station colliers in the most favourable positions for delivering their cargoes to the steam-transports, &c., and to ascertain what vessels require supplies of fuel, reporting the same to me ; and on obtaining approval, to lose no time in making the necessary arrangements for the same, furnishing me every Monday morning with a return of the quantity of coal in harbour.

To keep a working channel through the harbour, and clear passages for boats to the Ordnance and Commissariat Wharves, and from the Commissariat Wharf to the "Diamond," which are most essential for carrying on the public service, as well as to stop the progress of fire.

To furnish all vessels, if not already provided, with a copy of the harbour regulations (which are to be returned before leaving) ; to see that they are strictly attended to ; and to report any neglect of the same.

To make a daily return of arrivals and sailings of all vessels, in form No. 1, with lists of passengers, as required by the Harbour Regulations.

To see that vessels, when unloaded, do not delay their departure ; to pilot them to sea, taking the tug if necessary. Vessels may go to Cossack Bay to take in their ballast if they think fit.

To inform the Provost-Marshal when any ship is going to sea, and to convey him on board if he wishes it.

UNLOADING TRANSPORTS AND FREIGHT-SHIPS.

The great object of the Naval Department being stationed at Balaklava is to assist the military authorities in obtaining regular and proper supplies of provisions, ammunition, fuel, and other stores, and the greatest exertions must be made in carrying out so important a service.

A lieutenant from one of Her Majesty's ships will be placed under your orders to superintend this duty, and he is to co-operate cordially with the military officers employed on similar service. He is to communicate daily with the different heads of departments on shore, and receive their wishes as to their requirements, which he is to insert in his pocket-book, leaving a space to note the hour when the required stores may be landed.

He is to have charge of all the lighters and boats, and of the working parties afloat, told off for this service, and to see that the craft are kept in proper order, reporting to you when they require repairs.

To see that the boats are properly stationed, and that they are loaded and conveyed to the allotted wharves with despatch.

To regulate, as far as possible, the clearing of one vessel before commencing on another with a similar cargo, in order to prevent an accumulation of partially laden ships.

Such vessels as cannot have Government boats put on them are to go on landing their cargoes by their own boats ; the wharves to which they are to proceed being pointed out to them.

The transport boats being also engaged on this service, the lieutenant is to keep up a constant communication with the officer appointed by the principal agent to superintend, and to be careful that no obstructions take place from any misunderstanding as to the nature of their respective duties.

The landing of the stores and hay will be superintended on the western side by the master of the "Diamond," who is to be directed to see that they are carefully stowed, and that the working parties do not loiter about the wharves.

In landing ammunition the greatest caution is always to be used, and no smoking to be allowed in the vicinity of the Ordnance wharf.

To report specially when vessels are unloaded, that they may be ballasted and sent away.

LIGHTERS AND BOATS.

There are five troop-boats and six heavy lighters in my charge ; also a double boat with a platform, used as a floating wharf, and a Turkish long-boat. They are all available for landing stores and provisions, as are the heavy boats of Her Majesty's ships when necessary ; the paddle-box boats being admirably adapted for the purpose. Many of these craft now require repair, and they can be taken in hand, one at a time, as the service will permit. The long boats of the transports are employed by the principal agent, and any not appropriated will be told off to you on requisition to that officer.

WORKING PARTIES.

Large parties from Her Majesty's ships are constantly employed on shore in constructing wharves, roads, &c., as well as in landing provisions and stores. They require constant supervision, as well as to see that no more men are employed than necessary. Cavalry, infantry, heavy artillery, and stores, can be landed from the smaller steamers on the wharves at the western side of harbour with ease and facility.

The working parties to be paid the regulated extra pay, provided they work satisfactorily, and no complaints are made by the officers in charge. No party to be sent on duty without proper superintendence.

Care to be taken to assimilate the working hours of the men from Her Majesty's ships with those of the transports.

EMBARKING THE SICK.

This important duty is performed by the principal agent of transports.

STEAM TUGS.

Four small steamers are stationed here, "Circassian," "Malta," "Pigeon," and "Sulina." The latter is never to be employed in towing, being solely intended for the conveyance of troops to and from vessels in and outside of the harbour. You are to frequently inspect them, taking with you the chief engineer of one of Her Majesty's steam-vessels, to ascertain their state of efficiency, and that they are kept ready for service.

One of the tugs is always to have fires lighted and banked up, night and day, and to proceed at sunset to Cossack Bay, to be in readiness for any emergency.

NAVAL YARD.

A space in the small bay on the western side of the harbour is appropriated for hauling up boats, spars, &c., and to set up the ship's forges. A depôt for the stores of the Naval Brigade is also established there.

NIGHT GUARD BOATS.

Care to be taken that the boats from the ships having the night guard, established by my general orders of the 7th February and this date, go round the harbour at least twice in every watch from 8 P. M. to daylight.

WATER POLICE.

Richard Farrell, quartermaster of the "Vesuvius," has been appointed by me to act as one of the police officers of the harbour, and you will select another steady petty officer for the same purpose. I have purchased a boat for them, and a crew of four men is to be furnished, two for day and two for night service.

The police are to see the harbour regulations strictly carried out, particularly as regards the removal of offal ; and the principal agent for transports has been requested to tell off one boat, or more if necessary, daily from the transports, under the directions of the police, to tow all dead cattle, &c., to sea, if the weather is moderate, or to Cossack Bay if otherwise.

To allow no boats above the "Diamond" from 8 P. M. till daylight, and no shore boats to be permitted to lie up in that locality on any consideration.

To examine all boats pulling about the harbour after dark, to ascertain that no

improper persons are abroad ; and if the parties cannot give a satisfactory account of themselves, they are to be taken in custody to the "Diamond."

To hail the transports by name or number occasionally, to see that the night-watch is on the alert ; and should no answer be made, to report the same.

To apprehend drunken and riotous seamen and other persons, and convey them in custody to the "Wasp," there to remain till their misconduct can be inquired into ; and assistance is to be promptly afforded when requisite towards carrying these orders into effect.

The police to make a joint report every morning at nine o'clock, of the proceedings of the previous 24 hours, in Form No. 2.

SIGNAL STATION.

This post has, heretofore, been under the control of the principal agent for transports, but I consider it should be transferred to the senior naval officer. You are therefore to select a steady and intelligent midshipman to have charge of the station, who is, with the two men placed there by Captain Christie (belonging to Her Majesty's ship "Ceylon," at Malta), to reside in quarters on the hill. They will receive extra pay for this service.

The signals now in use appear simple and explicit. The officer in charge is to keep a vigilant look-out, and report every occurrence by means of the telegraph established between the post and the "Diamond ;" to demand all vessels' names by Marryat's signals, and to hoist the appointed signal when permission is given for any vessels to enter the harbour.

A light gun is to be placed at the post to call attention and enforce signals, and you will endeavour to procure a large bell, which, in the day-time, and during the foggy weather which may be shortly expected, is to be tolled every hour for about a minute.

All suspicious vessels and boats to be reported immediately ; and should any be observed after dark approaching the harbour, or hovering about, a blue light is to be burnt, on which the guard-boat for the entrance is instantly to proceed to the steam-tug in Cossack Bay, and examine the stranger ; on observing the blue light the tug is to get ready for slipping.

A signal log to be kept in Form No. 3, a copy of which is to be furnished to me every Monday morning.

In the foregoing instructions I have endeavoured to show the most prominent points in which your services will be most beneficial ; but I request you will freely communicate personally with me on all matters relating to the duties of the port, and you may rely on my cordial support in carrying out the same, to enable us to meet, or I hope anticipate, the wishes of Field-Marshal Lord Raglan and Rear-Admiral Sir Edmund Lyons.

(signed) *Edward Boxer*,
Rear-Admiral and Senior Officer.

"Diamond," at Balaklava,
6 March 1855.

FORM No. 1.

RETURN of ARRIVALS at *Balaklava*, on the
day of 1855.

Number of Transport.	Name.	Sailing, Screw, or Paddle.	Tons.	Where from.	Cargo.	REMARKS.

RETURN

THE HARBOUR OF BALAKLAVA.

15

RETURN of SAILINGS from *Balaklava* on the
day of 1855.

Number of Transport.	Name.	Sailing, Screw, or Paddle.	Tons.	Where to.	For what Purpose.	REMARKS. Number of Sick embarked to be added.

Approved,

Harbour Master.

Captain of Her Majesty's Ship "Diamond."

FORM No. 2.

REPORT of OCCURRENCES in the Harbour of *Balaklava*
during the previous Day.

day of 1855.

Time of Inspection.	Ships hailed or boarded.	General Report.

Approved,

Officers of Water Police.

Captain of Her Majesty's Ship "Diamond."

FORM No. 3.

Log kept at the Signal Post at *Balaklava* between

Day and Date.	Hour.	Signal made to the Post from	Signal made from the Post to	State of the Weather.	GENERAL REMARKS.

Approved,

Midshipman in Charge.

Captain of Her Majesty's Ship "Diamond."

(Enclosure 21.)

Rear-Admiral *Boxer* to Colonel *McMurdo*, Director-General of Land Transport.

Sir, "Diamond," at Balaklava, 15 April 1855.

So many vessels are in harbour laden with forage for the army, that great demurrage will be incurred unless some means are applied to remove the same from the wharf to the depôt at the head of the harbour. May I therefore request you will be so good as to direct an additional number of carts to be employed on this service, there being only two at present?

It would greatly facilitate the landing of forage, if an additional number of railway waggons were also employed, as I have the means of landing double the quantity now sent on shore.

I have, &c.
(signed) *Edward Boxer.*

(Enclosure 22.)

Colonel *McMurdo* to Rear-Admiral *Boxer*.

Head-Quarters of the Land Transport Corps,
Kadikoi, 16 April 1855.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of yesterday, and to acquaint you that having placed means at the disposal of the Commissariat Department for the removal daily from the Diamond Wharf of 36 tons of hay, it is out of my power at the present juncture to increase this allotment.

I have, &c.
(signed) *M. McMurdo,*
Director-General.

(Enclosure 23.)

Rear-Admiral Sir *Edmund Lyons* to Rear-Admiral *Boxer*.

"Royal Albert," off Sebastopol, 18 April 1855.

I HAVE received with the greatest satisfaction your letter of the 17th instant, announcing that the 10th Hussars had landed from the "Etna" and "Himalaya" direct to the shore at Balaklava; an achievement which is entirely owing to your zealous and useful exertions in building an admirable wharf.

I am, &c.
(signed) *Edmd. Lyons.*

(Enclosure 24.)

Rear-Admiral *Boxer* to Major-General *Airey*.

Sir, "Diamond," at Balaklava, 28 April 1855.

I HAVE the honour to acknowledge the receipt of your letter of yesterday's date, informing me that the officer of Royal Engineers at Balaklava has been directed to place himself in communication with me on the subject of constructing wharves along the east side of the harbour.

I beg you will assure the Field-Marshal, that I shall be most anxious to afford every assistance in this most important operation, and I venture to submit, for his Excellency's consideration, the following remarks:

I consider that the spaces between the various small projections which now answer for wharves are so many traps for offal and filth of every description, and that to prevent this, and to enable the police to detect any deleterious substances, it is essential that the wharves should be continued in one uniform line.

If

If the buildings not required along the front of the harbour could be pulled down, the materials would greatly assist in filling up the back of the wharves, and at the same time afford space to build store-houses of slight construction, now so urgently required.

It is essential that strict directions be given to prohibit the deposit of manure or other refuse on the wharves. At present, and particularly at the railway wharf, the stench from such nuisances is intolerable.

Before commencing the wharves, I look upon it as absolutely necessary to remove, as we proceed, every description of stores from the water frontage. Piles of lumber and other bulky materials have been lying there undisturbed for months, and the mass of putrid matter beneath is sufficient to excite the most lively apprehensions for the consequences in the rapidly approaching warm weather.

The engineer of the railway should be directed to remove the floating wharves of sleepers, &c., which have been constructed, but which are now of no further use; and I shall be glad if Mr. Beatty could be instructed to assist us with his valuable advice.

I have, &c.
(signed) *Edward Boxer.*

(Enclosure 25.)

Major-General *Airey* to Rear-Admiral *Boxer*.

Quartermaster-General's Office, Head-Quarters,
30 April 1855.

Sir,

In reply to your letter of the 28th instant, I am directed by the Field-Marshal to express to you his full concurrence in the valuable suggestions therein contained, both with regard to continuing the wharves in one uniform line, in order to prevent the accumulation of filth and offal around the small projections which now serve as wharves, as well as to the pulling down of the buildings not required along the front of the harbour, to assist in filling up the back of the wharves, and to afford space for the erection of slight storehouses, now so urgently required.

I beg leave to add, that directions will be given to prohibit the deposit of manure, &c., on the wharves, as you request.

I have, &c.
(signed) *Richard Airey,*
Quartermaster-General.

(Enclosure 26.)

Rear-Admiral *Boxer* to Deputy Commissary-General *Drake*.

Sir,

"Diamond," at Balaklava, 1 May 1855.

In reply to your letter of yesterday, inquiring if there are the means of landing several large cargoes of hay now expected, I acquaint you that every exertion is made by the naval authorities to land the required stores for the army with all possible expedition; but with the enormous number of troops and quantities of horses, hay, provisions, shot, shell, ammunition, and other articles, it is impossible but that in emergencies which continually arise for certain stores, others less urgently required at the time must be left till the pressure is over, though I endeavour to avoid that as much as possible.

If the Land Transport could apply more force to remove the stores from the wharves, at least double the quantity could be landed; and now that the corps is getting organised, I hope we shall receive the required assistance, to prevent the enormous demurrage now incurring from the want of it.

I have, &c.
(signed) *Edward Boxer.*

(Enclosure 27.)

Deputy Commissary-General *Drake* to Rear-Admiral *Boxer*.

Sir,

Balaklava, 30 April 1855.

ADVICES of the shipment of several large cargoes of hay have been received, and I am very anxious to ascertain if there are the means of landing it.

I am induced to make this inquiry, from the fact that I have been unable to procure large boats for discharging the hay from the steamer "Hope," and other vessels, in consequence of their almost constant employment in disembarking horses, soldiers, baggage, and amunition.

I have, &c.
(signed) *W. H. Drake.*

(Enclosure 28.)

Rear-Admiral *Boxer* to Major-General *Airey*.

"Diamond," at Balaklava, 15 May 1855.

HAVING considered the correspondence referred to in your memorandum of yesterday's date, requesting to know what means there were for landing increased supplies, I have the honour to report, as regards forage, that in anticipation of the increasing wants of the army, I have been extending the wharf frontage on the western side of the harbour, and when that work, now far advanced, shall be completed, I will be able to land all the forage required, if sufficient railway carriages and land transport are provided.

The greatest difficulty in providing for any increased number of horses and mules will be experienced, from the chopped straw and barley being shipped in bulk by the Commissariat agents at the various ports, and unless the former is packed in small pressed bales, and the latter in bags, I cannot answer for landing the necessary quantities. There are now 40 vessels in port with straw and barley, mostly in bulk, some of which have been here since the 1st March, and the increased expense of packing would bear no comparison with the demurrage at present incurred, or to the inconvenience caused by the crowding of the harbour.

Having been under the necessity of sending several vessels with straw and barley to Kazatch, and being informed that further cargoes are on the way from different places, I would suggest that a stop be put to the shipment of such supplies until the stock in hand shall be reduced, which will materially tend to clear the harbour.

With respect to live cattle, I am not disposed to recommend Cossack Bay as a fit landing-place; first, on account of the powder magazine; next, that a hospital or sanitarium is to be established there; and lastly, there is always a sea into the bay. I would, however, beg to submit the following:

From the confined space in the harbour of Balaklava, and the extreme heat of the summer, any means which can be arrived at to lessen causes of contamination should be made available. Could it therefore be arranged that all the cattle for the army in the front should be landed at Kazatch, and only those necessary for the troops within the lines of Balaklava landed at this port, one of the exciting causes of disease would, in a great measure, be removed.

I have, &c.
(signed) *Edward Boxer.*

(Enclosure 29.)

Rear-Admiral *Boxer* to Brigadier-General *Dacres*, Commanding the Royal Artillery.

Sir,

"Diamond," at Balaklava, 28 May 1855.

THERE being a daily increase of Ordnance stores of all descriptions arriving in this port, I beg to mention that great benefit would result from the employment in Balaklava of a permanent working party of Royal Artillery, under an officer, for
the

the general service of your department, as the stores could be landed and removed with greater facility than can be effected under Croats, who now compose the working party.

I have, &c.
(signed) *Edward Boxer.*

(Enclosure 30.)

Lieutenant-Colonel *Adye* to Rear-Admiral *Boxer.*

Sir,

Head-Quarters, Royal Artillery,
Camp before Sebastopol, 29 May 1855.

IN reply to your letter of the 28th instant, I am directed by Brigadier-General Dacres to inform you, that a fatigue party, consisting of 150 of the Guards, are placed at the disposal of Major Anderson, Royal Artillery, Ordnance Wharf, daily, for the purpose of unloading any stores, &c., that may arrive.

I have, &c.
(signed) *John Adye*, Lieutenant-Colonel,
Assistant Quartermaster-General.

BALAKLAVA HARBOUR.

COPY of CORRESPONDENCE relative to the State
of the HARBOUR of *Balaklava*.

(*Sir Charles Wood.*)

Ordered, by The House of Commons, to be Printed,
11 August 1855.

[*Price 8d.*]

512.

Under 3 oz.

127

COAL (HERACLEA).

RETURN to an Address of the Honourable The House of Commons,
dated 22 December 1854;—for,

“RETURN of such Information as may be in the Possession of the Government respecting the Nature and Quantity of the COAL derivable from the MINES near *Heraclea*, on the *Euxine*; showing also, how far it has been or may be applicable to the Purposes of STEAM NAVIGATION, and for Fuel for our ARMY.”

Sir,

Admiralty, 6 April 1854.

GREAT difficulty now existing in keeping up the supply of coal for Her Majesty's ships in the Mediterranean and Black Sea, and the high rate of freight and the price of coal rendering the expense enormous, I am commanded by my Lords Commissioners of the Admiralty to transmit to you the accompanying copy of a letter from the Rev. John Barkley, respecting the coal mines on the Asiatic coast of the Black Sea, and request you will submit to the Lords Commissioners of Her Majesty's Treasury, whether steps might not be taken to urge the Turkish government to send labourers to the mines, for the purpose of supplying Her Majesty's ships from that source.

J. Wilson, Esq., M. P., &c. &c. &c.
Treasury.

I am, &c.
(signed) R. Osborne.

Dear Sir,

Vicarage, Little Melton, near Norwich,
8 July 1853.

THE desire of communicating any information that may possibly be of use to the public service, induces me to address these few lines to you.

I see by the newspapers, that there is an idea of sending out coal from England to supply the war steamers, in case it should unhappily prove necessary for the combined British and French fleets to enter the Black Sea. Some local knowledge, that I happen to possess, leads me to believe that this is not needful. Any quantity of good steam-coal can be procured and taken on board the ships at a comparatively short distance from Constantinople, &c., at little or no cost to the allies of Turkey. Two of my sons have been engaged by the Turkish government to open coal mines on the Asiatic coast of the Black Sea, about 30 miles eastward of Erekli, or 150 miles from the mouth of the Bosphorus. Those mines are now in full working order, and the supply is only limited by the number of hands employed, or to be employed. A short time since my sons wrote, saying that they had then 30,000 tons ready for shipment.

The combined fleets might, therefore, be supplied with all they want without difficulty or delay.

The mines are much exposed to any hostile attempt. Their destruction might be effected by the crew of any enemy's ships without difficulty, in their present defenceless state.

Probably all this is well known to Her Majesty's Government; still I feel it in some sort my duty to venture upon offering any information I chance to possess, if haply it might prove of even the slightest public advantage.

The locality in which the mines are situate is so unhealthy during the hot months, that the works are suspended from the middle of July to the beginning of October.

My sons will accordingly be at Constantinople by the end of this month, purposing to come thence to England for a short visit. But I am sure that they would instantly return to their post, if they could thereby render any service to their country.

They have no private interest in the mines (which are government property), beyond the salary which they receive for managing them.

I remain, &c.
(signed) John C. Barkley.

To the Secretary of the
Admiralty.

TREASURY MINUTE, dated 11 April 1854.

COMMISSARIAT.

Transmit to Mr. Hammond, for the Earl of Clarendon's information, a copy of this letter and of its enclosures, and also of the notes of further information received from the Rev. J. C. Barkley, with whom my Lords have been in communication since the receipt of the letter from the Admiralty.¹

State that my Lords entirely concur in opinion with the Lords Commissioners of the Admiralty, that it is greatly to be desired, both in order to support the naval operations of this country on the Euxine, and to diminish the heavy expense at present incurred in sending large quantities of coal from this country, that the resource which the mines near Heraclea afford for supplying coal to the fleet should be turned to the greatest possible account, and with as little delay as circumstances will permit.

My Lords therefore request that the British ambassador at Constantinople, whose attention appears to have been already directed to the subject, may be instructed to take the most effective steps with the Turkish government for the purpose of obtaining the command of these mines during the continuance of the war; after which, Commissary-general Filder, on behalf of this Board, and Admiral Boxer, on behalf of the Lords Commissioners of the Admiralty, will immediately make the necessary arrangements for working the mines for the use of the fleet; and my Lords will be prepared to send them any assistance they may require, such as experienced miners, engine-wrights, mining implements, waggons, rails, &c.; and the admiral or the general commanding should be requested to station one or two medical officers at the mines, to guard as far as possible against the effects of the local malaria.

Transmit a copy of this minute and of Mr. Barkley's notes to the Secretary to the Admiralty, and request that he will move the Lords Commissioners to give corresponding instructions to Admiral Boxer, if they see no objection.

Transmit copies of the whole of the papers to Commissary-general Filder, for his information and guidance; and transmit copies to the Duke of Newcastle.

NOTES of Information by the Rev. J. C. Barkley.

The mines are situate 30 miles to the eastward of Heraclia (Eregli), and within half a mile of the sea. The coal crops out from the sides of the mountains, forming the deep narrow ravine in which the mines are situate; they are worked by "adit," and (I believe) there are three drifts open, extending several hundred yards into the mountain. The coals are conveyed by a railway or tramroad, about half a mile in length, to the sea, and I believe that there are "spouts" for discharging the coals into barges or ships' boats. The coast is of rock, and the bottom of the sea also in shore. There is anchorage, but not good, within a little distance of the shore.

A serai, or barrack, capable of containing 100 men, with rooms for the superintendents, &c., was built two years ago. There is only a small village on the spot, and even Heraclia (Eregli), 30 miles off, affords but very scanty supplies: these (the supplies) are chiefly obtained by means of the vessels trading for coals from Constantinople.

The immediate locality of the mines, the valley of Coslou, is so unhealthy, from fever and ague, in the months of July, August, and September, that it has been found impossible to carry on the works after the middle of the first of those months; but hitherto the government have taken no means to preserve the health of the men, and even the attendance of a medical man (a Pole or Jew) has only been occasional. With proper supplies, and competent medical assistance on the spot, the mines might be worked possibly without interruption.

Hitherto not more than eight or ten English workmen have ever been employed at one and the same time; at present the number does not probably exceed six fit for work. The men (English and Welsh) suffered very great privations last winter from the neglect of the government, which supplied neither food nor money for the greater part of the winter. With more regular and liberal management, the returns from the mines would be proportionately more favourable.

TREASURY MINUTE, 15 April 1854.

COMMISSARIAT.

My Lords refer to their Minute, dated the 11th instant.

Write to Mr. Longridge, that Her Majesty's Government are endeavouring to make arrangements for obtaining from the coal mines in the Turkish territory a supply of coals for the service of the navy and army in the Black Sea; and understanding that he has some practical knowledge of the resources of the mines in the neighbourhood of Heraclea (Eregli), my Lords are desirous of availing themselves of his assistance in prosecuting the inquiries which are about to be instituted on the subject.

The main points to be ascertained are,—

1st. Whether coal of a suitable quality for the objects required is to be obtained.

2d. What number of men, and extent and description of machinery for working the mines are necessary.

3d. What proportion of either should be sent out from this country.

Rear-Admiral Boxer, on the part of the navy, and Commissary-general Filder on the part of the army, will be instructed to report in detail to the Home authorities on the whole subject; and if he (Mr. Longridge) is willing to proceed to Turkey, it will be his duty, in conjunction with Mr. John Barkley, who is understood to be now in charge of the mines, to collect and transmit to those officers information on the above, and any other points to which their attention may be directed.

The remuneration which my Lords propose to allow him (Mr. Longridge) for his trouble in assisting in the preliminary investigation, is the reimbursement of his travelling expenses from his home at Newcastle-on-Tyne until his return thither, a guinea a day to defray his hotel or other charges for living when not embarked on board steamers or other vessels, and the sum of 100 *l*.

He should proceed to Constantinople by the next French packet from Marseilles, for which purpose he ought to leave London not later than by the mail train of the 18th instant; and on arriving in Turkey he should lose no time in placing himself in communication with Rear-admiral Boxer and Commissary-general Filder.

My Lords will authorise the Paymaster-general to issue to him an advance of 100 *l*., on account of his expenses.

Give authority accordingly to the Paymaster-general, the issue to be charged to the Commissariat Chest Account as an imprest to be accounted for by Commissary-general Filder.

Transmit a copy of this Minute to the Secretary of the Admiralty for the information of the Lords Commissioners, with reference to the letter of this Board, dated the 12th instant.

Transmit also a copy to Commissary-general Filder for his information and guidance, with reference to the letter addressed to him on the 12th instant, and desire that he will call upon Mr. Longridge to render an account of the imprest of 100 *l*., made to him to defray his expenses.

Transmit a copy of the foregoing Minute to Lieutenant-colonel Mundy for the Duke of Newcastle's information, with reference to the letter of this Board, dated the 12th instant.

Sir,

Admiralty, 25 April 1854.

I AM commanded by my Lords Commissioners of the Admiralty to request you will lay before the Lords Commissioners of Her Majesty's Treasury the accompanying reports from the commanding officer of the "Spitfire" on the coal mines in the neighbourhood of Heraclia, in the Black Sea, together with a despatch from Vice-admiral Dundas, detailing the steps he had taken for providing a supply of the coals for the ships and vessels under his orders.

I am, &c.

Sir Charles Trevelyan, K. C. B.
&c. &c. &c.

(signed) W. A. B. Hamilton.

Sir,

"Britannia," at Baljik, 6 April 1854.

I ENCLOSE, for the information of the Lords Commissioners of the Admiralty, a copy of a report I have received from Commander Spratt, of the "Spitfire," on his inspection of the coal mines and districts to the north-east of Heraclia. I also transmit a copy of a letter I have addressed to Her Majesty's Ambassador at the Porte on the subject, and requesting he would obtain the necessary authority for such quantities of the best coal as I might require being supplied, either at Kosloo or Heraclia, according to the state of the weather.

To the Secretary of the
Admiralty.

I have, &c.
(signed) *J. W. Deans Dundas,*
Vice-admiral.

Sir,

Her Majesty's Steam Vessel "Spitfire,"
Constantinople, 3 April 1854.

I HAVE the honour to report my return from the examination of the coal mines in the vicinity of Heraclia, and to communicate the following facts connected with them.

Coal is found in almost every valley opening to the sea, from about five miles north-east of Heraclia as far as Amostros, and at distances of from one quarter to three miles from the shore.

In several of these valleys parties of Croats have, for 10 or 12 years, been employed in working the coal seams cropping out on their sides; and as some of the valleys contain seven or eight seams, good and bad, these have been indiscriminately worked, until a want of capital and skill have obliged them to abandon these localities for others nearer the surface.

This coal being unskilfully worked from the worst part of the seam, and much exposed before shipping, reached Constantinople in a greatly deteriorated condition, as well as being of an inferior quality, through mixing the coal from several seams.

The chief locality for good coal is at the valley of Kosloo, about 16 miles north-east of Heraclia, where the Turkish government have an establishment, under the direction of two civil engineers, Messrs. Barkley, who are in receipt of a fixed salary, with an advantage in addition in proportion to the quantity of coal obtained. At this time four English miners belong to the establishment as foremen to the native workers; besides which are some Poles and Hungarians, and a few Servians and Bosnians.

The natives employed are Turks from the neighbouring villages, who are forced to work out their taxes by from 50 to 60 days' labour at these mines. They are consequently obtained with great difficulty, quit upon every opportunity, and labour with no interest, the foreigners employed being the only men paid by the Turkish government, and this only at intervals of three, six, or nine months.

In this Valley of Kosloo there are no less than nine seams of coal, but only four are at present worked. The thickest of these seams is 18 feet, and the least about three feet. Some of them would not pay to work, and those now worked have only a portion of their coal good. A tram-road leads from all these mines to the shore at Kosloo, the extremity being carried out upon the east point of the bay, so as to enable boats to be under eight or nine shutes, and receive the coal direct from the trucks.

According to the statement of the engineer and director, Mr. Barkley, 300 tons can be shipped per day, weather permitting.

Some of these mines penetrate 300 or 400 yards into the mountain.

Under these skilful engineering and mining operations, the director, when supplied with men in sufficient number, is enabled to procure, on an average per month, 2,500 tons from the Kosloo Mines. This amount he can ensure even with the present means at his command, and for a period of three years; thus averaging, from the Kosloo Mines only, about 30,000 tons of good coal per annum.

At the present moment there is lying adjacent to the railway in the Kosloo Valley about 9,000 tons of coal, in three or four heaps, at the pit's mouth. Twenty-five tons of coal was shipped in H. M. steam-vessel "Spitfire" from these heaps, taking a portion from each, of what is technically termed "pricked near the pit's mouth."

The coals of the three heaps have a close resemblance to each other, and in the furnace, whether for steaming or economy, have no appreciable difference, the whole being very like Newcastle coal in weight and appearance also.

The result of the trials of coal from each pit or mine, as given in the engineer's report after 19 hours' steaming on the first grade, with both boilers, shows that the Kosloo coal is equal to the very best Newcastle coal, having a loss of about seven per cent. only in clinker and ashes.

The chief engineer of the "Spitfire" reports that the coal used from the heaps, when "unpricked," would not show a loss of more than from 7 to 10 per cent., the whole being in general large and excellent coal.

Thus there is lying at Kosloo ready for shipment 9,000 tons of coal, equal to good Newcastle, and, if shipped into steamers direct from this valley, would suffer little or no diminution of its value; but as the quality of the coal is of a delicate and friable nature, it easily crumbles into small fragments, and would lose much of its value on being often transhipped and long exposed to the air, which is the condition in which a great portion of it reaches Constantinople.

The

The coal has been worked at the Kosloo Mines at a cost of as little as six shillings per ton; but as the mine is frequently allowed to be idle for want of a supply of candles from the government, and the absenting of the forced labourers, the renewing of the operation brings the average cost to 10 or 12 shillings per ton. Last year the coal was sold by the Turkish government or company acting for the government at 17 shillings per ton at Kosloo, and 1 $\frac{1}{2}$ per ton at Heraclia, to which place it is transhipped as the depôt and residence of the Turkish director of the mines, who is also the governor of the place; and as in this transhipment it is liable to be mixed with the inferior coal also sent there from the mines worked by the Croats, it is therefore likely to be of much less value at Heraclia than at Kosloo; but at the latter place it can only be shipped in fine weather, or with southerly winds, whilst at the former it can be shipped at all times. It is therefore most desirable that the coal supplied to our ships from these mines should be shipped direct from the Kosloo Valley, or selected from the coal heaps stored at Heraclia by one of the engineers, Messrs. Barkley, who have offered their services, through me, for such a purpose, to prevent the Government being imposed upon with the inferior Croat coal, as in the case of the "Triton," that very coal having been previously condemned by these gentlemen when lying at the mouth of the valley it was worked from, and by them reported to the Turkish director at Heraclia as unfit for use. But as it is to the interest of this official to send to Constantinople as much coal as possible, the report of Messrs. Barkley was unheeded; and the coal, on arrival, not finding a sale at Constantinople, was finally handed over for the use of the "Triton," on her application.

The importance of obtaining from these mines a coal to ensure "full speed," when necessary, induces me to dwell upon the above point, and to recommend the acceptance of the voluntary services of these gentlemen, under sanction of the authority, whenever Turkish coals are required by our Government.

At Heraclia there is at present only two parcels of coal, one of about 450 tons, and the other nearly 200 tons.

The former is coal procured by the Croats, and of an inferior quality; the small parcel of coal is from a seam of coal recently opened by the Turkish Government, under Mr. Barkley, at about nine miles from Heraclia, and one from the sea; 13 $\frac{1}{2}$ tons of this coal was shipped at Heraclia by the "Spitfire," and found to be equal to that from the Kosloo Valley. During the year 1853, about 50,000 tons of coal was exported from this district.

There was found lying at Heraclia, and moored in the bay west of the town, between 20 and 30 vessels, from 100 to 150 tons, which are employed during the summer in the transport of the coal; small caiques are so employed during the winter, as weather permits, and bring coal to Heraclia from all the valleys' mouths, where it is piled.

Country vessels lie moored head and stern here during the whole winter, and are said to be perfectly safe from every gale, although exposed to some fetch from the S. W.

Vice-Admiral J. W. Deans Dundas, C.B.
Commander-in-Chief.

I have, &c.
(signed) T. Spratt,
Commander.

REMARKS upon the Anchorage of Heraclia.

THE bottom in Heraclia Bay is clay, under sand, affording good holding ground, but it is not a safe anchorage against a west and north-west gale, unless anchored well up in the bay, between Cape Baba and the ancient mole, so to obtain some shelter from those winds.

The S. W. gales seem not to blow home, or to bring a sea that would endanger a vessel well found in cables and anchors. The light over Cape Baba is visible eight to nine miles distant.

(signed) T. Spratt,
Commander.

REMARKS on the Roadstead of Kosloo.

THE accompanying survey of the roadstead of Kosloo will sufficiently show it to be only a summer anchorage. The traders resort to it in May for the shipment of coal, anchoring to the N. E. of the valley, so to get better shelter from the point, the wind being in general to the east of N. E. The bottom is sand, under 12 fathoms water, and mud and sand in deeper water; with this plan the lead will be a sufficient guide for anchoring, or the extreme west cape kept open off Alesso Point will lead to a good berth at a quarter of a mile from the shore. But to expedite the embarkation of coal, a nearer berth may be taken. During the month of May the coast is sometimes subject to a N. N. E. gale, which on one occasion caused the wreck of eight or nine vessels: during June, July, August, and September, the coast is said to be perfectly safe. The locality is best distinguished by the houses near the shore, there being no other village or similar settlement upon the whole coast between Heraclia and Amostos, and the land about it presenting no remarkable object, the coast being generally bordered by high bold mountains covered with forests.

(signed) T. Spratt,
Commander.

My Lord,

Britannia, at Baljik, 5 April 1854.

WITH reference to the following paragraph of your Excellency's letter to me of the 21st March last, viz., "Knowing the importance which very justly attaches to the correctness of data as grounds of judgment in matters of official business, I beg to inform you, as the result of special inquiries at the Porte, that 500,000 kintals, equal, I believe, to about 27,000 tons of coal, are actually in a state of readiness at Heraclia," I have the honour to acquaint your Excellency, that from actual inspection made by Commander Spratt, of the "Spitfire," there are at present at Heraclia only about 650 tons of coal, of which 450 tons are of bad quality.

At the pit's mouth at Kosloo, about 16 miles north-east of Heraclia, there are also about 9,000 tons of good coal ready for shipment when the weather will admit.

I enclose, for your Excellency's information, a copy of the valuable report made by Commander Spratt on his late visit to Heraclia and the coal districts, and I shall be obliged by your Excellency obtaining an order from the Ottoman Government, that such of Her Majesty's steam or freight ships presenting themselves either at Kosloo or Heraclia may be supplied with coal of the best quality, as pointed out in Commander Spratt's report.

I have, &c.
(signed) *J. W. D. Dundas,*
Vice-Admiral.

His Excellency
the Viscount Stratford de Redcliffe, G. C. B.,
H. M. Ambassador, &c. Constantinople.

COMMISSARIAT.

Sir,

Constantinople, 10 June 1854.

WE have the honour to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, in continuation of Commissary-general Filder's report to you of 5th instant, respecting the proceedings of Mr. Longridge in prosecuting inquiries relative to the coal mines in the Turkish territory, that Admiral Boxer, accompanied by Mr. Longridge, repaired to Heraclia to inspect the mines there. The result has been highly satisfactory, the district being found to abound in coal of excellent quality, of which Admiral Boxer will send home samples by the first man-of-war or transport returning to England.

Being satisfied in this respect, we proceeded to lay before Her Majesty's Ambassador, Viscount Stratford de Redcliffe, two proposals to be submitted to the Turkish authorities, of which copies are annexed. According to one of these, the mines would continue to be worked on account of the proprietors, that is, the Sultan and his family, whose private appanage they are, but under the inspection of an officer to be appointed, in consideration of an advance of the sum of 20,000 £ sterling by Her Majesty's Government. The other proposal proceeds upon the principle of the mines being worked on lease by Her Majesty's Government, the proprietors to have a clear profit of 10 s. per ton on all the coals produced without incurring any expenses. This latter is the proposal which we have intimated to Viscount Stratford de Redcliffe we are of opinion it would be most desirable to carry out.

The number of men and description of machinery that would be required to be sent out from England, according as one or other of these proposals are agreed to, will hereafter be forwarded to you.

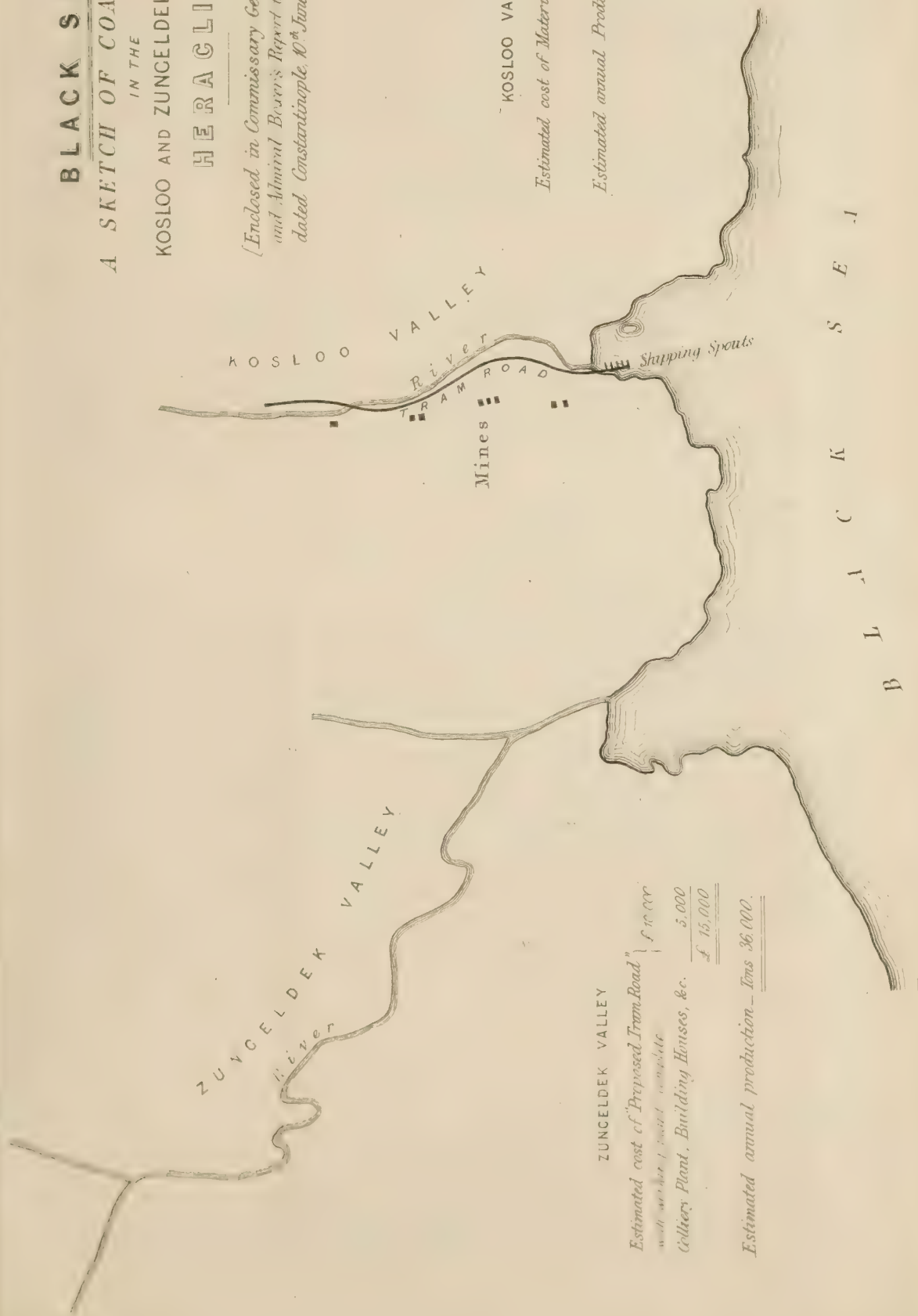
We enclose herewith a sketch of the district in which the mines are situated; the black line indicates the mines from which the coals furnished to the fleet have hitherto been procured; the red one, mines which have only been partially and irregularly worked, but from which it is now proposed to obtain coals for the service of the fleet and army.

Mr. Longridge returns to England by the mail steamer which carries this, and will be able to give their Lordships any further information that may be desired.

We have, &c.
(signed) *William Filder,* *Edward Boxer,*
Commissary-General. Rear-Admiral.

BLACK SEA.
A SKETCH OF COAL MINES
 IN THE
 KOSLOO AND ZUNCDELK VALLEYS,
 HERACLIA.

[Enclosed in Commissary General Filder's
 and Admiral Bover's Report to the Treasury,
 dated Constantinople, 10th June, 1854.]



ZUNCDELK VALLEY

Estimated cost of "Proposed Tram Road" } £ 10,000
 with water and fuel complete }
 Colliery Plant, Building Houses, &c. } £ 15,000
 Estimated annual production—Tons 36,000.

KOSLOO VALLEY.

Estimated cost of Materials &c. £ 1,500.
 Estimated annual Production. Tons 30,000.

John T. Barkley,
 Engineer to Turkish Gov^t



MEMORANDA given to Lord Stratford de Redcliffe.

Constantinople, 9 June 1854.

THAT Her Britannic Majesty's Government advance a sum of money, say 20,000 £, to be applied to the opening out of the coal mines, under the inspection of an officer appointed by Her Majesty's Government.

The coals to be supplied at 20 s. per ton on the sea-shore at Kosloo and Zunquldak, but the sum of 5 s. per ton to be deducted until the money advanced is repaid.

By this arrangement an increased quantity of coal will be worked, yielding a large profit to the proprietors of the mines. The whole of the coals consumed by the combined fleets would be taken from these mines if capable of supplying the requisite quantity, which there is no doubt of obtaining if properly worked.

The coals to be supplied after the repayment of the loan at the price of 20 s. per ton to the combined fleets, until their withdrawal from these seas.

Should the combined fleets be withdrawn before the repayment of the advanced money, the surplus amount of coal still due to be supplied to such parties as may be appointed.

(signed) William Filder, Commissary-General. Edward Boxer, Rear-Admiral.

THAT the entire working of the coal mines in the valleys of Kosloo and Zunquldak be undertaken by Her Majesty's Government, paying to the proprietors of the mines 10 s. per ton for each ton worked and shipped. The lease thus taken by Her Majesty's Government to last during the present war.

At the restoration of peace, the permanent improvements to be valued by a joint commission, and defrayed according to their estimate, which shall not exceed 10,000 £.

Her Majesty's Government will pay in advance on 10,000 tons (ten thousand tons) of coal.

Her Majesty's Government will admit the imperial Government of France to all benefits derived from this contract.

(signed) William Filder, Commissary-General. Edward Boxer, Rear-Admiral.

Sir,

Admiralty, 22 June 1854.

I AM commanded by my Lords Commissioners of the Admiralty to request you will lay before the Lords Commissioners of Her Majesty's Treasury the accompanying copy of a report, dated the 10th instant, from Rear-Admiral Boxer, superintendent at Constantinople, respecting the Erekli coal mines, the negotiations pending with the Turkish Government to empower their Lordships to work the coal for the use of the fleets, and the measures it will be advisable to adopt to render the resources of this valuable coal field available to the extent required by Her Majesty's ships and transports. And my Lords request to be informed what arrangements the Lords of the Treasury will be prepared to sanction to bring the mines into beneficial operation, and to provide an adequate store to meet the requirements of the naval forces, and render them independent of supplies of fuel from this country; as it is necessary for my Lords to take timely measures to secure the delivery of sufficient coal to meet the imperative demands, which will probably amount within the year to about 15,000 tons; and the price of which at the present rate cannot be estimated at less than between 3 £. and 4 £. per ton.

Sir Charles Trevelyan, K. C. B.
&c. &c. &c.

I am, &c.
(signed) R. Osborne.

Sir,

Cyclops, Constantinople, 10 June 1854.

IN my letter of the 5th instant, I had the honour to report to you, for the information of my Lords Commissioners of the Admiralty, my return from the examination of the coal mines in the vicinity of Heraclia (Erekli), on the Asiatic coast of the Black Sea.

I have now the gratification of informing you that Commissary-general Filder and myself, accompanied by Mr. Longridge, waited yesterday upon his Excellency Viscount Stratford de Redcliffe, and presented the two enclosed copies of "Memoranda" which we have recommended to his Lordship for adoption by the Ottoman Government.

Enclosures.

3 June 1854.

I enclose Mr. Longridge's report, which enters so fully into the resources of these valuable mines, that it is unnecessary for me to enlarge upon them, fully agreeing with him on all the most important points of his report.

I would, however, strongly urge the great importance of a dépôt being formed at Heraclia; this would enable steamers to be coaled at that place during the worst part of the winter season; whereas at Kosloo and Zungeldak at times, even in summer, it would be unsafe to remain alone during the prevalence of the northerly winds, which bring in a heavy swell: with a steamer they would always be safe.

And I beg strongly to recommend, as in my former letter to their Lordships of the 10th ultimo, that screw colliers should be sent out for the service of the fleet and Constantinople.

I cannot close this report without expressing to their Lordships the high opinion I have formed of Mr. Longridge during the negotiation of this business, which is now in so favourable a training for settlement. And from the knowledge he seems to possess of his own profession, the country, and manners of the people, I consider the Government could not employ any one so well adapted to look after their interests.

And the greatest credit is also due to the Messrs. Barkley in the working and discovery of these mines.

And I beg to assure their Lordships that I have used every exertion to forward their wishes respecting these mines, and shall do everything in my power to bring the negotiation to a satisfactory conclusion.

I have, &c.

(signed) *Edward Boxer*, Rear-Admiral,
Superintendent.

The Secretary of the Admiralty,
&c. &c. &c.

Sir,

Constantinople, 3 June 1854.

HAVING visited the Heraclia coal district and the principal working mines, and placed myself in communication with Mr. J. F. Barkley, chief mining engineer to the Ottoman Government, I beg to hand you the following report and information collected in accordance with the instructions received by me from the Lords Commissioners of Her Britannic Majesty's Treasury.

In answer to the three principal points to which my attention was especially called:

First. Whether coal of a suitable quality for the objects required is to be obtained?

That coal of suitable quality for steam purposes exists, and in considerable quantity, is already sufficiently ascertained.

Second and Third. What number of men, and extent and description of machinery for working the mines are necessary?

What proportion of either should be sent from this country?

The most extensive mines now working under the superintendence of Mr. Barkley are the mines at Kosloo, Armoot-Ichuk, and Balluk.

These mines are capable of producing, if properly worked, as follows:

	Tons.					
Kosloo	-	-	-	-	-	30,000 per annum.
Armoot-Ichuk	-	-	-	-	-	5,000 "
Balluk	-	-	-	-	-	2,500 "

The means required for the development of these mines, are:

First. A supply of English workmen to undertake the personal superintendence of the native workmen.

Second. A proper and regular supply of materials requisite for working.

Third. The regular payment of the workmen, without which they cannot be obtained in sufficient numbers.

The number of English workmen required to ensure the above quantities, would be:

	DEPUTY OVERSEERS.	ENGINE WRIGHTS.	SMITHS.
For Kosloo - - - -	15	2	1
Armoot-Ichuk - - -	3	-	-
Balluk - - - -	2	-	-
	20	2	1

Native workmen, if regularly paid, can be obtained in sufficient numbers.

The amount of money required to make the payment of wages, monthly, may be roughly estimated at 1,000*l.* (one thousand).

The estimate for materials, &c. to put these mines in sufficient working order is as follows:

	£.	s.	d.
Iron and tools for blacksmiths, weights, oil, tallow, candles, and small stores - - - - -	1,500	-	-
To which should be added for building houses, &c. for workmen's accommodation - - - - -	1,000	-	-
TOTAL - - - £.	2,500	-	-

I visited, with Mr. Barkley, some coal seams in the valley of Zungeldak or Soungoul, on the Cherts, which lie about $4\frac{1}{2}$ miles distance from the sea.

These seams have as yet been only partially explored, having been opened out by Mr. Barkley within the last eight weeks; the distance from the sea, and want of transport to it having hitherto rendered them unattainable except at an enormous cost.

I consider these seams to contain a coal of much harder nature than the Kosloo seams, and quite equal in quality. The seams are thick, from 9 feet to 12 feet, and freestone or iron pyrites.

I entertain no doubt whatever that the whole of this valley contains excellent coal, but the density of the forest and underwood have prevented further explorations hitherto.

The means required for opening out these mines would be a railway of about five miles in length, easy of construction, and presenting no engineering difficulties whatever.

	£.	s.	d.
The cost of this railway, with waggons, shipping, spouts, &c. would not exceed - - - - -	10,000	-	-
Mining materials and house accommodation - - - - -	5,000	-	-
TOTAL - - - £.	15,000	-	-

The Bay of Zungeldak (Soungoul) will afford a good place of shipment; I consider superior to that of Kosloo, as the coal might be put direct into the ships without boating off.

The bay affords good anchorage, and a very large and extensive coal depôt could with great facility be formed close to the shipping spouts, so that the largest vessel could be coaled in a few hours.

These mines might, I consider, the first year produce 30,000 tons, after which I have no doubt the workings could be greatly increased.

As the whole of this valley contains excellent mines, which appear to me by far the most valuable in the district, and as the Ottoman Government are by no means likely to advance the necessary money to form the railway, &c., &c., I would strongly urge the advisability of using every exertion to obtain a concession of the coal seams in this valley for a term of years.

The Ottoman Government have already entered into contracts with the English and French Governments for the supply of 3,000 tons per month to each, or 6,000 tons per month, whereas their powers of production do not exceed one half of that quantity.

I endeavoured to ascertain, as near as possible, the amount of coal in stock, which I find to be as follows:—

	Tons.
At Kosloo, Armoot-Ichuk, and Balluk, the quality of which may be depended upon, being worked under the superintendence of Mr. Barkley -	4,000
At various places worked by the Croats, quality not to be depended upon -	15,000
At Heraclia, in heap or depôt, quality not to be depended upon, being mixed from all the mines - - - - -	4,000
Total estimated in stock - - - Tons	23,000

The Ottoman Government have removed 6,000 tons of coal during the last six weeks for purposes foreign to the existing contracts.

In the course of a month the sickly season will commence, and the mines will produce little or nothing for six weeks or two months during this season; the European workmen being obliged to leave during this time.

It will appear from this, that the supply contracted for by the English and French Governments will completely exhaust the coal which can be depended upon in six weeks; and hence the necessity of using every exertion to meet the demand in September and October, when the stocks and depôts are exhausted.

The principal defect in the present coal now shipped for Her Majesty's steamers will be found to be the quantity of small dust and stones mixed with the coal; but this solely arises from the want of European surveillance over the natives in filling up the coals for shipment, the Messrs. Barkley having only four English workmen to assist in the surveillance of about 600 men, scattered in different places, some distant 12 or 15 miles.

In order to ensure the fulfilment of the contract, I should suggest that the French and English Governments, or one of them, should undertake to see that Mr. Barkley was supplied with the materials and money necessary for carrying on the present mines, and that the payments for coals by these Governments to the Ottoman Government should be made in the receipts for cash and materials supplied the mines given by the Messrs. Barclay as the engineers of the Ottoman Government, and the balance in cash to the Ottoman Government here.

I have, &c.

To Rear-Admiral Edward Boxer, C. B.,
Constantinople.

(signed) *Henry G. Longridge.*

TREASURY MINUTE, dated 28 July 1854.

COMMISSARIAT.

MY LORDS have before them further correspondence which has taken place on the subject of the coal mines near Heraclea.

The Sultan has, by the intervention of Lord Stratford de Redcliffe, given his sanction to the following engagement:

“That the entire workings of the coal mines in the valleys of Kosloo and Zungeldak be undertaken by Her Britannic Majesty's Government paying to the proprietors of the mines 10s. per ton for each ton worked and shipped. The lease thus taken by Her Majesty's Government to last during the present war.

“At the restoration of peace, the Government improvements to be valued by a joint commission, and defrayed according to their estimate, which shall not exceed 10,000*l*.

“Her Majesty's Government will pay in advance on 10,000 tons of coal.

“Her Britannic Majesty's Government will admit the Imperial Government of France to all benefits derived from this contract.”

My Lords are of opinion, that if proper arrangements are made, the wants of the English and French fleets in the Black Sea may be sufficiently and economically provided for under this agreement.

With this object mines should be worked on account of Her Majesty's Government, only to the extent required for the allied fleets; the French Government being charged the actual cost of the coal supplied to the French fleet, including the royalty payable to the Sultan under the agreement.

The mines which are now being worked on behalf of the Sultan, under the superintendence of Mr. John and Mr. George Barkley, are reported by Mr. Longridge to be capable of producing, if properly worked, as follows:

Kosloo	-	-	-	-	-	30,000 tons per annum.
Armoot Ichuk	-	-	-	-	-	5,000 „ „
Balluk	-	-	-	-	-	2,500 „ „
						37,500 „ „

The probable annual consumption of the British fleet in the Black Sea is stated at 15,000 tons in the letter from the Secretary to the Admiralty, dated the 22d ultimo; and as the consumption of the French fleet is not likely to be so great, the mines already in operation will be sufficient to supply the demands of the fleets. My Lords are therefore of opinion that it would not be desirable to take any steps to work the seams of coal which have lately been examined in the Valley of Zungeldak or Soungoul.

Mr.

Mr. Longridge's estimate of the cost of placing the Kosloo mines in efficient working order is 2,500 *l.*, including 1,000 *l.* for building houses for the workmen; whereas 15,000 *l.* would be required for the same object at Zungeldak, irrespective, in both cases, of the expense of procuring overseers, engine-wrights, and smiths, from England.

My Lords are of opinion that, subject to the usual supervision of the Commissary-general, all the financial arrangements of the mines should be conducted under the superintendence and on the responsibility of the officer in charge of the Commissariat duties at Constantinople, who will communicate on every point of importance, and especially on those which have a more immediate bearing on the naval service, with the admiral superintendent.

Mr. J. Barkley states, in his letter dated Constantinople, July 10, that, should Her Majesty's Government honour himself and his brother by giving them the direction of the works, they should be happy to accept the responsibility on their present terms, provided that the entire control of the works were left in their hands, and that they were instructed directly by the authorities at home.

As my Lords have reason to place confidence in the ability and fidelity of the Messrs. Barkley, they are prepared to confirm them in the appointment held by them under the Turkish government, of engineers to the coal mines, and to entrust the direction of the working of the mines to them; but it is necessary that my Lords should have more full information before them, and especially that they should know what are the terms of the Messrs. Barkley's engagement with the Turkish Government, before they can determine what remuneration should be allowed; and as regards the correspondence, it must, according to the established practice of Her Majesty's Government in such cases, pass through the officer in charge of the Commissariat duties at Constantinople, who will be responsible to the Commissary-general and to this Board.

The surgeon and four English workmen, who are now in the service of the Turkish Government at Kosloo, are to be continued in their employment after the transfer of the mines to Her Majesty's Government.

Mr. Longridge and Mr. J. Barkley report that an additional number of English workmen will be required to superintend the Turkish workmen; and Mr. Barkley suggests that if he and his brother should be entrusted with the superintendence of the works, one of them should remain during the sickly season to conduct the works and build houses for the workmen, and the other should proceed to England to engage workmen and purchase materials, under the directions of this Board. My Lords approve of this suggestion, and an advance may be made to Mr. Barkley to defray the cost of his passage to this country.

Transmit a copy of this Minute to Acting Deputy Commissary-general Smith, the officer in charge of the Commissariat duties at Constantinople, and desire that he will apply for the requisite authority through Her Majesty's Ambassador for the transfer of the mines to Her Majesty's Government, under the lease which the Sultan has consented to grant, after which he will be guided by the instructions contained in this Minute.

Transmit a copy to Commissary-general Filder for his information and guidance.

Transmit a copy to Mr. Hammond for the information of the Earl of Clarendon, and state that my Lords hope that the arrangement which has been made for supplying the French fleet in the Black Sea with coal at cost price will be satisfactory to the Imperial Government.

Transmit a copy to the Secretary to the Admiralty, for the information of the Lords Commissioners.

And transmit a copy to Colonel Mundy, for the information of the Duke of Newcastle.

Sir,

War Department, 12th August 1854.

REFERRING to your letter of the 28th ultimo, and to the copy therein enclosed of a Treasury minute of the same date, relative to the transfer of the coal mines near Heraclia to Her Majesty's Government, I am directed by the Duke of Newcastle to transmit to you, for the consideration of the Lords Commissioners of the Treasury, copies of a letter, and of its enclosure, from the Board of Admiralty, calling attention to the importance of a responsible staff, with colliers, being sent from England to work the mines without delay.

Sir C. E. Trevelyan,
&c. &c. &c.

I am, &c.
(signed) *G. C. Mundy.*

(Immediate.)

Sir,

Admiralty, 31st July 1854.

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you, for the information of the Duke of Newcastle, the copy of a letter from Rear-admiral Boxer, dated Constantinople, the 20th instant, reporting that the contract for the transfer of the coal mines at Heraclia, has been signed by the Turkish authorities, and that it is desirable a responsible staff, with colliers, should be sent from England without delay.

The Assistant Under Secretary,
War Department.

I am, &c.
(signed) *W. A. B. Hamilton.*

KOSLOO COAL MINES.

Sir,

"Harpy," at Constantinople, 20 July 1854.

I HAVE the honour to inform the Lords Commissioners of the Admiralty, that the contract for the transfer of the coal mines at Kosloo and its vicinity has been signed by the Turkish authorities, but the document is not ready to forward by the present opportunity. The delay has been occasioned by the illness of Hasib Pacha, the Turkish Commissioner.

2. It will therefore be advisable to forward responsible officers, with colliers from England, to work the mines, with as little delay as possible.

The Secretary of the Admiralty,
&c. &c. &c.

I have, &c.
(signed) *Edward Boxer*, Rear-Admiral
Superintendent.

TREASURY MINUTE, dated 15 August 1854.

COMMISSARIAT.

Write to Colonel Mundy, and request that he will state to the Duke of Newcastle that all the necessary preliminary arrangements have been made, under the directions of this Board, by the Treasury Minute dated 28th ultimo, and previous Minutes, for working, to the full extent required for the purposes of the British and French fleets in the Black Sea, the coal mines of which a lease has been obtained from the Turkish Government. The financial arrangements connected with the mines have been placed under Acting Deputy Commissariat-general Smith, or the officer for the time being in charge of the commissariat duties at Constantinople. The two Messrs. Barkley, the engineers of the mines on the part of the Turkish Government, have been nominated engineers and directors of the works. Reports and estimates have been received from Mr. J. T. Barkley and Mr. Longridge (an experienced mining engineer, who was deputed for the express purpose from this country) respecting the plant and the additional workmen required for the effective working of the mines; and the Messrs. Barkley have been authorised to carry into immediate effect their proposal, that while one of them should remain during the sickly season to conduct the works and build houses for the workmen, the other should proceed to England to engage workmen and purchase materials under the directions of this Board; and, lastly, a commissariat officer who has had experience in making the pavments and keeping the accounts of a mine has been sent for from Bermuda,

Bermuda, to be joined with Mr. Barkley in making the preparations in this country, after which he will proceed to Constantinople, to act under Acting Deputy Commissariat-general Smith as the financial officer at the mines.

Also state that my Lords will cause the Duke of Newcastle to be informed of the further arrangements which may be made on this important subject.

Sir,

Foreign Office, 5 August 1854.

WITH reference to your letter of the 28th ultimo, I am directed by the Earl of Clarendon to transmit to you, for the information of the Lords Commissioners of Her Majesty's Treasury, a copy of a despatch from Her Majesty's Ambassador at Paris, enclosing an agreement, which his Excellency has signed with the French Minister for Foreign Affairs, respecting the Heraclea coal mines.

A copy of the declaration referred to in the agreement as having been signed by Lord Clarendon with the French Chargé d'Affaires at this Court is also enclosed.

James Wilson, Esq.
&c. &c. &c.

I have, &c.
(signed) *E. Hammond.*

My Lord,

Paris, 3 August 1854.

I HAVE the honour to transmit herewith, in original, the agreement signed this morning between M. Drouyn de Lhuys, and myself respecting the working the coal mines at Heraclea.

Your Lordship will remark that two clauses have been added to the project, originally submitted for your approbation; the one obviating any inconvenience which might arise from the equal division of the product of the mines insisted on by the French Government, the other intended to prevent the supply of coals, to the detriment of the efficiency of the fleets, to merchant steamers navigating the Black Sea. I trust that your Lordship will approve of these additions, which M. Druyn de Lhuys has adopted at my suggestion.

I propose sending a copy of the agreement to-morrow to Viscount Stratford de Redcliffe, informing his Excellency at the same time that I have been empowered by your Lordship to sign it.

The Earl of Clarendon, K. G.,
&c. &c. &c.

I have, &c.
(signed) *Cowley.*

Agreement relative to the MINES at *Heraclea*.

THE undersigned, after taking cognizance of the annexed declaration, signed in London by Her Britannic Majesty's Principal Secretary of State for Foreign Affairs, and by the Chargé d'Affaires of his Imperial Majesty the Emperor of the French, are authorised, in maintaining nevertheless for the future the principle laid down in the above-named declaration, to conclude an agreement, the tenor of which will be communicated to the embassies of France and England at Constantinople, and which will regulate, until modifications be adopted by mutual agreement, the usage of the mines at Heraclea by the two parties which they represent.

In Lord Cowley's
of 3 Aug. 1854.

1. England undertakes either to work or to cause the coal mines at Heraclea to be worked.

2. The coals obtained shall be shared in common, in such manner that one-half shall be destined for the use of the French navy, and the other half for the use of the British navy.

The coals will be furnished alternately to the two navies on conditions of perfect equality with respect to price and quality. It is understood, however, that in the event of the dépôt of one squadron being exhausted, the vessels of that squadron shall be supplied, as far as practicable, from the dépôt of the other, without augmentation of price.

3. A French agent will be accredited to the administration of the mines. The books and accounts kept by him, as well as those under the charge of the said administration, will be reciprocally communicated to the two parties at their desire, in fulfilment of the present agreement.

4. The coals extracted being intended for the two squadrons alone, and the transports attached to them, none shall be delivered for the use of the merchant service of either country, without the joint permission of the English superintendent and of the French

agent. This clause is not intended to prejudice any supply of coals which Her Majesty's Embassy, and that of the Emperor of the French, may think fit to accord to the Turkish Government.

Signed in duplicate, in Paris, 3d August 1854.

(signed) *Cowley.*
Drouyn de Lhuys.

DECLARATION.

La bonne exploitation des houillères d'Héraclée offrant, dans les circonstances présentes, un intérêt égal pour la France et la Grande Bretagne, les soussignés sont autorisés à déclarer que les résultats des démarches déjà faites, ou qui seraient faites à l'avenir, par les Ambassades de S. M. l'Empereur des Français et de S. M. la Reine du Royaume Uni de la Grande Bretagne et d'Irlande, dans le but de faire contribuer ces mines à l'entretien du combustible nécessaire aux escadres combinées, sont ou demeureront acquis en commun aux deux Gouvernemens, de telle sorte que l'un puisse toujours, si cela lui convient, entrer sur le pied d'une parfaite égalité dans les arrangemens conclus par l'autre, soit avec le Gouvernement Ottoman, soit avec les propriétaires des mines.

Londres, le 25 Juillet 1854.

(signed) *Ch. Baudin.*
Clarendon.

TREASURY MINUTE, dated 8 August 1854.

COMMISSARIAT.

TRANSMIT copies of the above documents to Commissary-General Filder and Deputy Commissary-General Smith, for their information.

Sir,

Downing-street, 6 September 1854.

HAVING laid before the Duke of Newcastle your letter of the 30th ultimo, and its enclosures (herewith returned), I am directed to request you will state to the Lords Commissioners of the Treasury that, adverting to the intention expressed in Mr. Deputy Commissary-General Smith's letter to Mr. Filder, of the 16th ultimo, of selecting a person to act as "financial officer" to the coal mines in Turkey, his Grace is of opinion that the officer to be selected for this purpose should combine knowledge of mining concerns with knowledge of finance, and that such a man as Mr. J. Lancaster, of Shelton, in Staffordshire, should be asked to recommend a person of this description.

Sir C. E. Trevelyan, K.C.B., &c.,
Treasury.

I have, &c.
(signed) *G. C. Mundy.*

TREASURY MINUTE, dated 12 September 1854.

COMMISSARIAT.

WRITE to Colonel Mundy with reference to his letter dated the 6th inst., and request that he will state to the Duke of Newcastle that my Lords had already selected a commissariat clerk, who had acted as cashier to a mine, to keep the accounts and make the payments connected with the Heraclea coal mines; but as this officer cannot be immediately withdrawn from his other duties, and it is desirable to obtain, with as little delay as possible, the assistance of a person combining knowledge of mining concerns with knowledge of finance, my Lords have caused an application to be made to Mr. J. Lancaster, of Shelton, in Staffordshire, to recommend a person of this description, as suggested by his Grace.

TREASURY MINUTE, dated 3 October 1854.

COMMISSARIAT.

MY Lords have before them a letter from A. D. C. G. Smith, dated the 4th ultimo, enclosing copy of a Report to Commissary-General Filder, of the same date, from which it appears that the coal mines near Heraclea were transferred to Her Majesty's Government under the agreement with the Turkish Government, from the 29th of the preceding month of August.

My

My Lords also have before them a copy of an agreement, made on the 29th April 1854, between Messrs. J. T. & G. A. Barkley on the one part, and his Excellency Hassib Pasha, acting on behalf of the Imperial Ottoman Government, on the other, by which the terms of the Messrs. Barkley's engagement with the Turkish Government as engineers of the mines were fixed; and my Lords are pleased to appoint the Messrs. Barkley to be engineers and directors of the mines on behalf of Her Majesty's Government on the same terms, subject to the conditions prescribed by the Minute of the Board, dated the 28 July last.

My Lords also have under their consideration a letter from Mr. J. T. Barkley, dated the 4th instant, enclosing a list of the additional materials and workmen required to place the mines in efficient working order to the extent stated to be necessary in their Lordships' minute, dated the 28th July last. Mr. Barkley is unable to furnish an accurate estimate of the cost of the materials, but he is of opinion that it will not exceed the sum of 1,500 £., which was estimated by Mr. Longridge to be sufficient for this purpose. The new workmen required are—

	£.	s.	d.
1 Foreman pitman, at per mensem - - -	10	-	- per mensem.
8 Colliers - - - - - „ - - -	8	-	- each.
1 Smith and wright - - - „ - - -	10	-	- „

and it is proposed that they should be engaged for six months certain, after which they should be employed on monthly engagements.

My Lords authorise the engagement of the workmen and the purchase of the materials as recommended by Mr. Barkley, and they desire that he will make the necessary arrangements for procuring and conveying them to Turkey with the least practicable delay, in conjunction with D. A. C. G. Julyan, who has been appointed to act with him for this object during his stay in this country. My Lords rely upon Messrs. Barkley and Julyan executing this service with all proper attention to economy; and joint accounts, supported by the usual vouchers, should be rendered by them of their disbursements. Mr. Julyan will make the necessary arrangements with the officers of the Admiralty for the conveyance of the workmen and materials to Turkey.

Transmit a copy of this Minute to the Secretary to the Admiralty, and request that he will move the Lords Commissioners to give directions for every requisite assistance being given to Messrs. Barkley & Julyan for the conveyance of the workmen and materials to Turkey.

Transmit a copy to Acting Deputy Commissariat-General Smith, and state, with reference to the remarks contained in the concluding part of his letter to Commissary-General Filder, dated the 4th ultimo, that, although my Lords are ready to give him any assistance he may require, they cannot relieve him from the responsibility of determining, under the general directions of this Board, what outlay is required beyond the ordinary working expenses of the mines.

Transmit a copy of this Minute to Messrs. J. Barkley and Deputy Acting Commissioner-General Julyan for their information and guidance.

Transmit a copy to Colonel Mundy for the Duke of Newcastle's information.

Transmit a copy of the foregoing Minute to Commissary-General Filder for his information.

Sir,

Admiralty, 29 November 1854.

I AM commanded by my Lords Commissioners of the Admiralty to request you will lay before the Lords Commissioners of Her Majesty's Treasury the accompanying copy of a letter, dated the 15th instant, from Rear-admiral Boxer respecting the coal mines of Cosloo; and with reference to the latter part of his letter, in which the Rear-admiral anticipates the necessity of working the new mines of Zanglediek, I am to request you will call the attention of the Lords of the Treasury to the subject, and inform me what steps their Lordships would propose to take.

J. Wilson, Esq., M.P., Treasury.

I am, &c.
(signed) B. Osborne.

My dear Sir,

Constantinople, 15 November 1854.

I HAVE to acknowledge the receipt of your letter of the 28th of October, in which you request me to give you some information relative to the coal mines of Cosloo, in consequence of the increased consumption of coals in the Black Sea, which will probably be much greater in the winter should the allied army winter in the Crimea. In reply to which I have the honour to inform you, that after considerable negotiation with the Turkish authorities, the several points in question with respect to the local mines and the boundary have been satisfactorily adjusted, and the mines transferred to the Government. According to the plan originally sent home by me to their Lordships, an officer of the commissariat has been sent to superintend the financial operations, and Messrs. Barkley have been appointed by the Treasury managing engineers, and in the meantime everything has been done to facilitate the working of the mines. On the arrival of Mr. John Barkley from England with the additional workmen, it is hoped that the work will proceed with such increased energy as to ensure the realisation of the produce estimated.

	Tons.
Kosloo - - - - -	30,000
Other mines worked by Turks? -	7,000
	} per annum.

a quantity, however, which will fall far short of our present consumption, having, since the 1st of October, supplied to the men of war and merchant steamers, 14,000 tons, and one-half is to give to the French.

With regard to the quantity of coal that can be produced during the next six months, that must depend entirely on the arrival of workmen from England, when I see no difficulty in the mines being regularly worked throughout the year, and produce, after the first month of their commencing operations, about 3,000 tons per month; that it will be necessary during the winter months, in order to obtain our supplies from that place, that steam colliers should be employed, as no sailing vessel is safe on that part of the coast in the winter. I have already written to Captain Milne and Richards of the very great importance of steam colliers being employed in this service, and I take this opportunity of strongly recommending the subject to your consideration, as I am convinced it would not only be a very great saving of expense and expenditure, but would also ensure our supplies with regularity and despatch, which under present circumstances is of vast importance.

I am of opinion if this war is protracted it will be necessary to work the new coal mines of Zangledik; should that be determined upon, I would strongly recommend that some engineer, well acquainted with the working of the coal mines in England, and in the confidence of the Government, should be sent over to survey and report on them.

Sir James Graham, Bart.
&c. &c. &c.

I have, &c.
(signed) Edward Boxer.

TREASURY MINUTE, dated 5 December 1854.

COMMISSARIAT.

WRITE to the Secretary to the Admiralty, and request that he will state to the Lords Commissioners that the mines in the Zungelduck Valley have been opened, and a considerable quantity of coal has already been extracted from them; and that my Lords are of opinion, that if the wants of the service cannot be sufficiently supplied from the mines in the Cosloo Valley, the Zungelduck mines may be worked on behalf of Her Majesty's Government to any extent required.

It was formerly proposed that an expensive railroad should be constructed in the Zungelduck Valley, but this merely involves a question between the comparative cost of two modes of conveying the produce of the mines to the coast, and does not affect the amount of that produce.

The mines have been already surveyed and reported upon by a competent mining engineer, who was sent to Turkey expressly for that purpose; and my Lords see no reason to doubt that the Messrs. Barkley, who have been appointed engineers and directors of the mines on the part of Her Majesty's Government, as they previously were under the Turkish Government, will, with the aid of the additional English workmen and material, and of the payment of wages in ready money now secured to the native workmen, be able to obtain from the mines the supplies of coal required for the use of the allied fleets and armies.

Transmit a copy of this Minute to Commissary-general Filder (under a flying seal to Mr. Smith) for his information.

Transmit copies of this letter, of its enclosure, and of the Minute thereon, to Colonel Mundy, for the information of the Duke of Newcastle.

COMMISSARIAT.

Sir,

London, 20 December 1854.

IN obedience to the commands of the Lords Commissioners of Her Majesty's Treasury, contained in their Minute of the 3d, and conveyed to us in your letter of the 19th of October last, we have now the honour to report the completion of the services which we were therein directed to carry out, with a view of placing the Kosloo mines, lately transferred by the Turkish to Her Majesty's Government, in efficient working order.

Owing to the pressure which was found to exist in all branches of the iron and coal trades of the North, more time has necessarily been occupied in procuring the mining materials than was at first anticipated; and it was also found that the mining populations were so fully employed, that the services of a sufficient number of good pitmen could only be obtained by inducing them to terminate their then existing engagements in the customary manner, of giving their employers a month's notice; and by making them Government servants from the termination of such notice.

A portion of the materials has been despatched by the steam transport "Gottenburgh," which sailed on the 14th instant; the remainder (with the exception of one ton of blasting powder) has been placed on board the transport "Oscar" now laying off Woolwich, bound for Constantinople. A list in detail of the articles sent by both vessels is herewith enclosed.

The powder is ready for shipment, as well as certain pumps and pipes ordered in this country by the Turkish Government, for the use of the Kosloo mines, and re-purchased by their Lordships' instructions; and directions have been given this day by the Admiralty to the Captain Superintendent of Deptford Dockyard, that if these things cannot be placed on board the "Oscar," they are to be forwarded to Constantinople by the earliest opportunity.

Mr. George A. Bates, whose employment as clerk and accountant to the mines was sanctioned by your letter of the 19th October last, and the workmen whose names were reported to you in our letter of the 15th instant, have been provided with passages on board the former vessel to Constantinople; and it is presumed that the Admiralty have directed the proper naval officer on the spot to forward both men and materials, from thence to their destination.

Mr. Bates has been instructed on arrival at Constantinople, to report himself to the senior officer of the Commissariat, to whom the whole of the materials for the use of the coal mines have been consigned, and who has been advised of their departure (in so far as it has yet taken place) from this country.

A copy of the agreements entered into with the several workmen is herewith transmitted (the original will, with their Lordships' sanction, be taken out by Mr. J. T. Barkley to the mines), and also an account, duly vouched, of the expenses incurred up to the present date, amounting altogether, for materials, to 1,479*l.* 9*s.* 3*d.*; salary and wages, 252*l.* 9*s.* 4*d.*, of which we have received 259*l.* 14*s.* 7*d.*, leaving the sum of 1,472*l.* 4*s.* still due; and as our engagements were entered into for cash on delivery of goods, we beg to request our being authorised to receive the balance, or that the respective claimants may be permitted to draw against their accounts as early as convenient.

In the latter case, we beg to be informed to whom the small amount of cash in hand (7*l.* 5*s.* 3*d.*) is to be returned.

On reference to the wages account, it will be observed, that in accordance with their Lordships' Minute, dated 24th November last, income tax has not been deducted from the payments made to the clerk and workmen proceeding to join these coal mines.

In pursuance of the desire expressed by their Lordships, in your letter to the Secretary of the Admiralty, dated the 5th December instant, copy of which we have been favoured with, the directors of the works will lose no time in placing the Zungeldek mines in the most efficient working order which the nature of the resources at their disposal will admit of; and propose using in this service a portion of the materials provided for the use of the mines in the adjacent valley of Kosloo.

This step will of course so increase the consumption of the materials as to render a further supply necessary at an earlier date than would have been otherwise required.

As the question of the construction of the railroad, referred to in the letter last quoted, is deferred for the present, it is only necessary to remark, that should their Lordships, on the termination of the winter season, propose to carry out this work, it may be completed for a sum not exceeding 6,000 *l.* or 7,000 *l.*, and that in express contemplation of this emergency, the Turkish Government agreed, in conceding the district, to repay at the termination of the war a sum not exceeding 10,000 *l.*, in consideration of any permanent improvements that shall have been made by Her Majesty's Government during the period of such concession.

The following is a list of the number of European and native officers and workmen employed at the Kosloo and Zungeldek mines, and on their passage out; distinguishing those who are permanently, from those occasionally employed; and we further beg to annex a specification of the materials, &c., transferred by the Turkish Government for the use of those mines, viz. :

PERMANENTLY EMPLOYED.

						Per Month.		
						£.	s.	d.
2	Engineers and directors,	} English.						
1	Commissariat officer,							
1	Medical officer (Italian)	-	-	-	-	18	-	-
1	Clerk and accountant and surveyor (English)	-	-	-	-	25	-	-
1	Engine-wright	-	-	-	-	15	-	-
1	Foreman miner	-	-	-	-	10	-	-
1	Ditto	-	-	-	-	10	-	-
1	Blacksmith	-	-	-	-	10	-	-
8	Colliers	-	-	-	-	8	-	-
2	Miners	-	-	-	-	8	-	-
2	Ditto (Poles)	-	-	-	-	6	-	-
2	Time-keepers (Turkish)	-	-	-	-	2	5	-

OCCASIONALLY EMPLOYED.

						Per Diem.		
						£.	s.	d.
120	Coal hewers, Turkish subjects (generally Europeans)	-	-	-	-	-	2	4
20	Joiners (Asiatics)	-	-	-	-	-	1	8
5	Blacksmiths (ditto)	-	-	-	-	-	1	8
12	Foremen (Turks, Europeans, and Asiatics)	-	-	-	-	-	2	-
460	Labourers, from neighbouring villages, employed in drawing coals and water, driving horses, &c.	-	-	-	-	-	-	11
250	Additional labourers, of the class last named, are required during the summer months, for purposes connected with shipping coals, filling waggons, &c.	-	-	-	-	-	-	11

The numbers above given are those required when the mines at Kosloo and Zungeldek are in full operation.

Those persons described as "occasionally" would be "permanently" employed, were it possible to obtain a sufficient supply of the workmen placed under the head of "Labourers from neighbouring villages."

These persons have hitherto, under the Turkish management, been compelled to work during a portion of the year in the mines, in liquidation of taxes stated to be due to the Government. This compulsory system is now abolished, and in its place, the inducement of direct and punctual cash payments has been resorted to; and although the people of these parts of Asia, by reason of long continued suffering and oppression, are slow to believe in any change for the better, and exceedingly suspicious of some device, injurious to themselves, being concealed under professions, and even acts, of justice, yet the directors of the works entertain no doubt that, during the summer months, a sufficient supply of this necessary class of labour will be obtained.

At the date of the last advices from Kosloo, Mr. G. A. Barkley had received, through the instrumentality of His Excellency Viscount Stratford De Redcliffe, firmans and vizierial letters, addressed to the local authorities commanding their co-operation.

Should

Should the anticipations above expressed be realised, just hopes may be entertained that 30,000 tons of coal will be extracted from the district conceded during the six summer months commencing from 1st April next.

To ensure this result 10 or 12 additional English miners will be required in April next, and it will be advisable, in the interval, to erect log huts at Zungeldek for their accommodation, which may be done at a trifling cost, as materials are abundant on the spot.

We have, &c.
(signed) *P. G. Julyan*, D.A.C.G.
J. Trevor Barkley.

Sir C. E. Trevelyan, K.C.B.,
Treasury.

Whitehall, Treasury Chambers, }
22 January 1855.

JAMES WILSON.

COAL (HERACLEA).

RETURN of Information in the Possession of the Government respecting the Nature and Quantity of the COAL derivable from the MINES near *Heraclea*, on the *Euxine*; showing how far it has been or may be applicable to the Purposes of STEAM NAVIGATION, and for Fuel for our ARMY.

(*Mr. Ewart.*)

Ordered, by The House of Commons, to be Printed.
24 January 1855.

CORPORAL PUNISHMENTS (NAVY).

RETURN to an Order of the Honourable The House of Commons,
dated 9 August 1854;—for,

A RETURN “ of the Number of PERSONS FLOGGED in the NAVY since the Year 1852 ; distinguishing the Year ; specifying the Name of the Ship, the Offence, the Sentence, the Number of Lashes, and stating the Highest and Lowest Number given in each Case—(in continuation of Parliamentary Paper, No. 552, of Session 1853.)”

Admiralty,
19 December 1854. }

JOHN BARROW,
Pro Chief Clerk.

RETURN of the Number of PERSONS FLOGGED in the NAVY since the Year 1852 ; distinguishing the Year ; specifying the Name of the Ship, the Offence, the Sentence, the Number of Lashes Inflicted, and stating the Highest and Lowest Number given in each Case.

PUNISHMENT RETURN, 1853.

SHIP.	NUMBER.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
Agamemnon (4 Returns) -	Seamen - 6 Marines - 2 Boys - 2	Desertion, disobedience of orders, theft and drunkenness - - - - }	354	354
Ajax (4 Returns) - - -	Seamen - 9 Marines - 1 Boys - 6	Theft ; desertion ; disobedience of orders - - - - }	381	381
Alban (2 Returns) - - -	Boys - 1	Theft - - - - - - - -	36	36
Albion (4 Returns) - - -	Seamen - 13 Marines - 1 Boys - 2	Insubordination ; theft ; drunkenness - - - - }	504	504
Alecto (4 Returns) - - -	- - - Nil.	- - - - -		
Amphion (4 Returns) - - -	Seamen - 6 Boys - 5	Drunkenness ; theft ; insubordination - - - - }	252	252
Amphitrite (4 Returns) - - -	Seamen - 6 Boys - 2	Drunkenness ; disobedience of orders ; assault - - - - - - - - }	198	198
Antelope (4 Returns) - - -	Marines - 1 Boys - 2	Neglect of duty ; insubordination - - - - }	84	84
Apollo (1 Return) - - -	- - - Nil.	- - - - -		
Arab (1 Return) - - -	Boys - 1	Theft and improper language - - - - }	12	12
Archer (4 Returns) - - -	Seamen - 6 Marines - 1 Boys - 2	Drunkenness ; insubordination ; neglect of duty - - - - - - - - }	314	302
Arethusa (4 Returns) - - -	Seamen - 6 Marines - 1	Disobedience of orders ; desertion ; drunkenness - - - - - - - - }	278	278
Argus (4 Returns) - - -	Seamen - 2 Boys - 2	Neglect of duty ; drunkenness ; absence without leave - - - - - - - - }	105	105
Arrogant (4 Returns) - - -	Seamen - 8 Marines - 3 Boys - 2	Desertion ; theft ; disobedience of orders ; insolence - - - - - - - - }	498	498
Atholl (4 Returns) - - -	Seamen - 3 Marines - 1 Boys - 1	Drunkenness ; impertinence ; assault - - - - }	146	146
Banshee (4 Returns) - - -	Marines - 1 Boys - 1	Disobedience of orders ; desertion - - - - }	48	48
Barracouta (4 Returns) - - -	Seamen - 6 Boys - 2	Skulking ; insubordination ; theft - - - - }	254	254
Basilisk (4 Returns) - - -	Seamen - 1 Boys - 8	Theft ; drunkenness ; disobedience of orders ; desertion - - - - - - - - }	270	270
Bellerophon (4 Returns) - - -	Seamen - 9 Marines - 3 Boys - 6	Drunkenness ; theft ; disobedience of orders - - - - - - - - }	622	622
Bermuda (4 Returns) - - -	Marines - 1	Insolence - - - - - - - -	36	36

RETURN OF THE NUMBER OF PERSONS FLOGGED

SHIP.	NUMBER.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
1853—continued.				
Bittern (4 Returns)	Seamen - 4 Marines - 1 Boys - 4	Drunkenness; theft	264	264
Blenheim (4 Returns)	Boys - 5	Theft; drunkenness	150	150
Bloodhound (2 Returns)	Nil.	—		
Bonetta (4 Returns)	Boys - 2	Insolence	48	48
Britannia (4 Returns)	Seamen - 4 Marines - 1	Disobedience of orders, drunkenness, and riotous conduct	180	180
Brisk (3 Returns)	Seamen - 3 Boys - 4	Dirtness; disobedience of orders; skulking	222	222
Britomart (4 Returns)	Seamen - 3 Marines - 1 Boys - 1	Insolence; drunkenness; disobedience of orders; dirtness; insubordination	168	168
Boscawen (4 Returns)	Seamen - 1 Boys - 1	Desertion; theft	72	72
Buzzard (4 Returns)	Seamen - 1 Marines - 2	Quitting without leave; general bad conduct	120	120
Calliope (4 Returns)	Seamen - 2 Boys - 3	Theft; drunkenness; insolence; desertion	210	210
Calypso (4 Returns)	Seamen - 1 Marines - 1 Boys - 1	Disobedience of orders; theft	132	132
Caradoc (4 Returns)	Seamen - 2 Marines - 1 Boys - 2	Drunkenness; disgusting language; threats; theft; disobedience of orders	180	180
Castor (1 Return)	Nil.	—		
Centaur (4 Returns)	Seamen - 4 Marines - - Boys - -	Insolence; disobedience of orders; drunkenness	186	186
Ceylon (4 Returns)	Nil.	—		
Cleopatra (3 Returns)	Seamen - 1 Marines - 1 Boys - 2	Drunkenness	126	126
Columbia (4 Returns)	Seamen - 2 Boys - 1	Theft, disobedience of orders and insolence	84	84
Comet (3 Returns)	Seamen - 1 Boys - 1	Theft; drunkenness	60	60
Comus (3 Returns)	Seamen - 2 Boys - 3	Asleep on watch; theft; neglect of duty	192	192
Contest (3 Returns)	Seamen - 1	Uncleaness	36	36
Crane (4 Returns)	Seamen - 1 Boys - 1	Smuggling spirits and getting drunk; desertion	66	66
Crescent (4 Returns)	Nil.	—		
Crocodile (4 Returns)	Nil.	—		
Cruizer (4 Returns)	Seamen - 6 Marines - - Boys - 5	Disobedience of orders; drunkenness; theft	362	362
Cumberland (4 Returns)	Seamen - 2 Boys - 4	Drunkenness; smuggling spirits into the ship; desertion; theft	180	180
Cygnets (2 Returns)	Nil.	—		
Dædalus (3 Returns)	Seamen - 1	Assault	36	36
Daring (4 Returns)	Seamen - 1 Marines - 1 Boys - 4	Dirtness; disobedience of orders; neglect of duty; abusive language	150	150
Dart (3 Returns)	Marines - 1	Disobedience of orders and contempt	24	24
Dasher (4 Returns)	Nil.	—		
Dauntless (2 Returns)	Seamen - 6	Assault; using mutinous language	204	204
Dee (4 Returns)	Boys - 2	Disobedience of orders; uncleaness	39	39
Dido (4 Returns)	Seamen - 1	Repeated insubordinate conduct	18	18

SHIP.	NUMBER.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
1853—continued.				
Desperate (4 Returns) - -	Seamen - 2 Marines - 1 Boys - 5	Disobedience of orders; desertion; theft; abusive language - - - -	300	300
Devastation (4 Returns) - -	Seamen - 2 Boys - 3	Drunkenness, skulking and indecency -	150	150
Dolphin (3 Returns) - -	- Nil.	—		
Duke of Wellington (4 Returns)	Seamen - 14 Marines - 2 Boys - 3	Disobedience of orders; disorderly conduct; desertion; theft; smuggling liquor on board - - - -	516	516
Edinburgh (4 Returns) - -	Seamen - 1 Marines - 6 Boys - 1	Theft; desertion; insubordination -	216	216
Espiegle (3 Returns) - -	Seamen - 4 Marines - 2 Boys - 7	Disobedience of orders; skulking; neglect of duty; drunkenness; insubordination; theft - - - -	464	452
Electra (4 Returns) - -	Seamen - 1 Boys - 1	Drunkenness and disgusting language; theft - - - -	84	84
Encounter (4 Returns) - -	Seamen - 2 Boys - 2	Disobedience of orders; skulking; sleeping upon watch, &c. - - - -	108	108
Excellent (4 Returns) - -	Boys - 4	Desertion; theft; disgusting language -	42	42
Express (4 Returns) - -	Seamen - 1 Marines - 3 Boys - 3	Desertion; drunkenness; neglect of duty; insubordination - - - -	232	232
Fantome (4 Returns) - -	- Nil.	—		
Ferret (4 Returns) - -	Seamen - 3	Theft, dirtiness and bad language -	96	96
Firebrand (4 Returns) - -	Seamen - 4 Boys - 1	Theft, desertion, insolence and drunkenness - - - -	144	144
Firefly (3 Returns) - -	Seamen - 1	Drunkenness - - - -	30	30
Fisguard (4 Returns) - -	- Nil.	—		
Fox (4 Returns) - -	Seamen - 4 Marines - 1	False accusations; desertion - -	156	156
Frolic (1 Return) - -	- Nil.	—		
Furious (4 Returns) - -	Seamen - 3 Marines - 2 Boys - 4	Skulking; desertion; disobedience of orders; lying; insolence; drunkenness; theft - - - -	378	378
Fury (4 Returns) - -	Seamen - 3 Boys - 3	Desertion; theft; gambling; smuggling liquor into the ship - - - -	156	156
Geyser (2 Returns) - -	Boys - 1	Uncleanliness - - - -	12	12
Grecian (4 Returns) - -	Boys - 3	Smuggling spirits into the ship - -	72	72
Harlequin (3 Returns) - -	- Nil.	—		
Hastings (2 Returns) - -	Seamen - 3	Disobedience of orders, drunkenness and insolence.	72	72
Herald (4 Returns) - -	Marines - 1 Boys - 2	General neglect of duty - - -	96	96
Hercules (4 Returns) - -	Boys - 1	Stabbing captain's steward in the hand -	12	12
Hermes (4 Returns) - -	Seamen - 3	Insolence; drunkenness; disobedience of orders.	96	96
Highflyer (4 Returns) - -	Seamen - 2 Boys - 1	Disobedience of orders, &c. - - -	108	108
Hogue (4 Returns) - -	Marines - 1	Desertion - - - -	36	36
Horatio (4 Returns) - -	Seamen - 2 Marines - 4 Boys - 1	Smuggling spirits into the ship, and disobedience of orders - - - -	204	204
Hydra (4 Returns) - -	Boys - 1	Theft - - - -	12	12
Imaum (4 Returns) - -	Seamen - 1 Boys - 1	Disobedience of orders; insolence; drunkenness - - - -	66	66
Imperieuse (4 Returns) - -	Seamen - 5 Marines - 2 Boys - 1	Disobedience of orders, desertion and theft - - - -	230	230

RETURN OF THE NUMBER OF PERSONS FLOGGED

SHIP.	NUMBER.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
<i>1853—continued.</i>				
Impregnable (4 Returns)	Marines - 2 Boys - 4	Theft and drunkenness - - -	162	162
Inflexible (4 Returns)	Seamen - 3	Drunkenness; desertion - - -	96	96
Juno (1 Return)	Nil.	—		
Leander (4 Returns)	Seamen - 8 Marines - 2 Boys - 2	Desertion; insubordination; drunkenness; theft - - - - -	366	366
Leopard (4 Returns)	Seamen - 2 Marines - 2 Boys - 2	Desertion; disobedience of orders; drunkenness, &c. - - - - -	216	216
Lily (3 Returns)	Nil.	—		
Linnet (4 Returns)	Nil.	—		
Locust (4 Returns)	Seamen - 2	Insolence and drunkenness - - -	72	72
London (4 Returns)	Seamen - 16 Marines - 3 Boys - 1	Disobedience of orders, theft, skulking and drunkenness - - - - -	—	
Madagascar (1 Return)	Nil.	—		
Mæander (3 Returns)	Seamen - 1 Marines - 3 Boys - 3	Assault; disobedience of orders; theft; drunkenness - - - - -	78	78
Magicienne (4 Returns)	Seamen - 5 Marines - 1 Boys - 3	Theft, disobedience of orders, assault and drunkenness - - - - -	204	204
Medea (4 Returns)	Nil.	—		
Medina (1 Return)	Nil.	—		
Megæra (4 Returns)	Seamen - 9 Boys - 1	Theft; absence without leave; assault; drunkenness, &c. - - - - -	370	370
Minden (3 Returns)	Nil.	—		
Modeste (4 Returns)	Seamen - 1 Boys - 2	Drunkenness; assault; disobedience of orders - - - - -	54	54
Monarch (4 Returns)	Seamen - 1 Marines - 2 Boys - 2	Drunkenness; theft; desertion; telling lies, &c. - - - - -	162	162
Myrmidon (3 Returns)	Marines - 1	Disobedience of orders; insolence -	48	48
Naiad (4 Returns)	Nil.	—		
Neptune (4 Returns)	Boys - 4	Theft; attempting to desert - - -	72	72
Nerbudda (2 Returns)	Boys - 1	Theft - - - - -	36	
Nereus (4 Returns)	Nil.	—		
Niger (4 Returns)	Seamen - 3	Mutinous conduct and desertion - -	84	84
North Star (2 Returns)	Nil.	—		
Odin (4 Returns)	Seamen - 2 Marines - 1 Boys - 2	Theft, disobedience and disgusting language - - - - -	122	122
Pandora (4 Returns)	Seamen - 1	Desertion - - - - -	28	28
Penelope (4 Returns)	Boys - 1	Theft - - - - -	30	30
Penguin (4 Returns)	Nil.	—		
Persian (2 Returns)	Boys - 1	Attempting to smuggle spirits on board	24	24
Phæton (1 Return)	Nil.	—		
Phoenix (4 Returns)	Nil.	—		
Philomel (2 Returns)	Boys - 2	Dirtiness and skulking - - -	72	72
Polyphemus (4 Returns)	Seamen - 4 Boys - 4	Disobedience of, and beating boatswain's mate; drunkenness; neglect of duty theft, &c. - - - - -	262	262
Plumper (3 Returns)	Nil.	—		
Pluto (4 Returns)	Nil.	—		

S H I P.	NUMBER.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
1853—continued.				
Poictiers (1 Return) - - -	Nil.	—		
Porcupine (4 Returns) - - -	Marines - 1	Quitting the ship without leave - - -	45	45
Portland (4 Returns) - - -	Seamen - 7 Marines - 3	Drunkenness - - - - -	360	360
President (1 Return) - - -	Nil.	—		
Prince Regent (4 Returns) - - -	Seamen - 4 Boys - 5	Desertion, theft - - - - -	192	192
Prince Royal (2 Returns) - - -	Nil.	—		
Prometheus (1 Return) - - -	Nil.	—		
Queen (4 Returns) - - -	Seamen - 7 Boys - 3	Uncleanness; theft - - - - -	144	
Racehorse (1 Return) - - -	Nil.	—		
Rapid (4 Returns) - - -	Seamen - 2 Marines - 1 Boys - 2	Desertion; drunkenness - - - - -	126	126
Rattler (3 Returns) - - -	Seamen - 2 Marines - 1 Boys - 2	Drunkenness; disobedience of orders; desertion - - - - -	192	192
Rattlesnake (2 Returns) - - -	Seamen - 2	Insubordination; desertion - - - - -	72	60
Resistance (1 Return) - - -	Seamen - 2 Boys - 2	Desertion; drunkenness - - - - -	96	96
Retribution (4 Returns) - - -	Seamen - 4 Marines - 2 Boys - 6	Insubordination; theft; indecency; drunkenness; disobedience of orders - - -	420	420
Rhadamanthus (4 Returns) - - -	Marines - 1	Desertion - - - - -	48	48
Rifleman (2 Returns) - - -	Nil.	—		
Rodney (4 Returns) - - -	Seamen - 11 Marines - 3 Boys - 7	Desertion; theft; drunkenness - - -	732	732
Royal George (1 Return) - - -	Nil.	—		
Royalist (3 Returns) - - -	Seamen - 1 Boys - 1	Insolence - - - - -	78	78
Salamander (4 Returns) - - -	Seamen - 8 Marines - 4 Boys - 2	Neglect of duty; desertion; disobedience of orders; drunkenness, &c. - - -	480	480
Sampson (4 Returns) - - -	Seamen - 1 Marines - 2 Boys - 1	Disobedience of orders; drunkenness; neglect of duty - - - - -	150	150
Sanspareil (4 Returns) - - -	Seamen - 8 Marines - 1 Boys - 4	Insolence; insubordination; drunkenness; desertion - - - - -	460	417
Sphinx (3 Returns) - - -	Seamen - 5	Neglect of duty; drunkenness; theft - - -	192	192
Spitfire (4 Returns) - - -	Seamen - 1 Boys - 1	Drunkenness; disobedience of orders; insolence - - - - -	49	49
Spy (4 Returns) - - -	Seamen - 1	Disobedience of orders, insolence, and mutinous language - - - - -	48	48
St. George (4 Returns) - - -	Nil.	—		
St. Jean D'Acre (3 Returns) - - -	Seamen - 3 Boys - 1	Desertion; selling spirits ships' company	56	56
Star (3 Returns) - - -	Seamen - 5 Marines - 2	Disobedience of orders; desertion; neglect of duty; theft - - - - -	192	192
Stromboli (2 Returns) - - -	Nil.	—		
Styx (4 Returns) - - -	Seamen - 2 Marines - 1 Boys - 2	Theft; desertion; disobedience of orders	204	204
Saracen (1 Return) - - -	Nil.	—		
Scorpion (3 Returns) - - -	Nil.	—		
Serpent (4 Returns) - - -	Seamen - 4 Boys - 4	Desertion; disobedience of orders; theft	210	210

S H I P.	NUMBER.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
1853—continued.				
Sharpshooter (4 Returns)	Seamen - 1 Boys - 4	Drunkenness; desertion; smuggling spirits on board	168	168
Shearwater (3 Returns)	Boys - 1	Disobedience of orders	24	24
Sidon (4 Returns)	Seamen - 4	Disobedience of orders; desertion; neglect of duty.	103	103
Simoom (4 Returns)	Seamen - 1 Marines - 2 Boys - 4	Attempting to desert; drunkenness; insubordination	96	96
Spartan (4 Returns)	Seamen - 2 Marines - 2 Boys - 5	Theft; dirtiness; disobedience of orders; drunkenness	306	306
Swift (1 Return)	Nil.	—		
Sybille (3 Returns)	Seamen - 1 Marines - — Boys - 2	Theft; disobedience of orders	80	80
Tartarus (4 Returns)	Nil.	—		
Teazer (3 Returns)	Seamen - 1	Drunkenness	36	36
Terrible (2 Returns)	Seamen - 5 Marines - 1 Boys - 2	Desertion; disobedience of orders	306	306
Thetis (4 Returns)	Seamen - 3 Marines - 4 Boys - 4	Drunkenness; theft; desertion; assault, &c.	384	384
Tiger (4 Returns)	Seamen - 4 Marines - 1 Boys - 5	Disobedience of orders; neglect of duty; drunkenness	300	288
Torch (2 Returns)	Nil.	—		
Tortoise (3 Returns)	Seamen - 1 Boys - 3	Insolence; desertion; indecency	156	156
Trafalgar (4 Returns)	Seamen - 1 Marines - 2 Boys - 10	Drunkenness; theft; desertion; assault; neglect of duty	444	444
Tribune (3 Returns)	Seamen - 4 Boys - 1	Desertion	192	192
Trident (4 Returns)	Seamen - 6 Boys - 3	Neglect of duty; disobedience of orders; insubordination	222	222
Trincomalee (4 Returns)	Seamen - 4 Boys - 1	Drunkenness; desertion	126	126
Triton (4 Returns)	Boys - 8	Insolence; disobedience of orders; smuggling spirits.	228	228
Tyre (4 Returns)	Marines - 1	Desertion	48	48
Valorous (4 Returns)	Seamen - 4 Boys - 1	Theft and mutinous language; skulking; disobedience of orders	120	120
Vengeance (4 Returns)	Seamen - 2 Boys - 2	Desertion; theft	108	108
Vestal (4 Returns)	Seamen - 1 Boys - 1	Theft; drunkenness	54	54
Vesuvius (2 Returns)	Seamen - 1	Disobedience of orders	36	36
Victoria and Albert (4 Returns)	Nil.	—		
Victory (4 Returns)	Boys - 8	Theft	120	120
Virago (3 Returns)	Boys - 2	Drunkenness; theft	66	66
Vixen (4 Returns)	Seamen - 5 Boys - 1	Drunkenness; smuggling liquor into the ship	174	174
Volcano (2 Returns)	Seamen - 1	Quarrelling and skulking	24	24
Vulcan (4 Returns)	Boys - 1	Disobedience and theft	42	42
Vulture (4 Returns)	Seamen - 2 Boys - 1	Disobedience of orders, insolence and contempt	78	78

SHIP.	NUMBER.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
1853—continued.				
Wasp (4 Returns) - - -	Seamen - 6 Boys - 2	Disobedience of orders, insolence, contempt and assault - - -	204	204
Waterloo (4 Returns) - - -	Marines - 1 Boys - 1	Breaking leave and desertion - -		
Waterwitch (3 Returns) - - -	Seamen - 1 Marines - 2 Boys - 2	Insolence; theft; assault - - -	168	168
Winchester (3 Returns) - - -	Seamen - 13 Marines - 2 Boys - 3	Insolence; insubordination; theft; drunkenness - - -	618	618

A B S T R A C T.

1853.—Total Number of Punishments - - - - -	792
Total Number of Lashes Inflicted - - - - -	24,807
Highest Number of Lashes - - - - -	48
Lowest Number of Lashes - - - - -	2

PUNISHMENT RETURN, from January to June 1854.

SHIP.	NUMBER.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
Agamemnon (1 Return) - - -	Seamen - 1 Marines - 1	Disobedience of orders and theft - -	42	42
Ajax (1 Return) - - -	Nil.	—		
Alban (2 Returns) - - -	Nil.	—		
Albion (1 Return) - - -	Seamen - 8 Marines - 1 Boys - 2	Disobedience of orders; drunkenness; desertion - - -	300 48 72	300 48 72
Alecto (1 Return) - - -	Nil.	—		
Amplion (2 Returns) - - -	Seamen - 5 Boys - 2	Theft, disobedience of orders, assault, drunkenness, &c. - - -	186 84	186 84
Amphitrite (1 Return) - - -	Seamen - 1	Drunkenness - - -	24	24
Antelope (1 Return) - - -	Nil.	—		
Apollo (1 Return) - - -	Nil.	—		
Arab (1 Return) - - -	Seamen - 1	Laziness, dirtiness, &c. - - -	18	18
Archer (1 Return) - - -	Seamen - 2	Disobedience of orders - - -	60	60
Arethusa (1 Return) - - -	Seamen - 2 Marines - 1	Drunkenness and taking indecent liberties - - -	78 48	78 48
Argus (1 Return) - - -	Boys - 1	Disobedience of orders - - -	36	36
Arrogant (1 Return) - - -	Seamen - 1	Desertion - - -	36	36
Atholl (2 Returns) - - -	Seamen - 1	Blasphemy and mutinous language -	48	48
Banshee (1 Return) - - -	Nil.	—		
Barracouta (1 Return) - - -	Seamen - 1	Theft and lying - - -	36	36
Basilisk (1 Return) - - -	Seamen - 1	Stealing a blanket - - -	48	48
Bellerophon (1 Return) - - -	Seamen - 6 Marines - 1 Boys - 1	Disobedience of orders, assault, disrespect, drunkenness, &c. - -	256 40 36	256 40 36
Bermuda (1 Return) - - -	Seamen - 1	Absenting himself without leave - -	42	42
Bittern (1 Return) - - -	Seamen - 2 Boys - 3	Drunkenness; insubordination; great indecency - - -	—	—
Blenheim (1 Return) - - -	Nil.	—		
Bonetta (2 Returns) - - -	Marines - 1	Insubordination - - -	24	24
Boscawen (2 Returns) - - -	Boys - 2	Abuse and theft - - -	60	60

SHIP.	NUMBER.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
1854—continued.				
Brisk (2 Returns) - - -	Seamen - 3 Marines - 1 Boys - 2	Gross insubordination, desertion, drunkenness, dirtiness, &c. - - -	102 24 60	102 24 60
Britannia (1 Return) - - -	Seamen - 2	Were found under a lower deck gun in a most indecent position - - -	96	96
Britomart (1 Return) - - -	- Nil.	—		
Bulldog (1 Return) - - -	- Nil.	—		
Buzzard (1 Return) - - -	Seamen - 1 Marines - 1	Using mutinous and threatening language, assault, &c. - - -	—	
Calcutta (1 Return) - - -	- Nil.	—		
Calliope (1 Return) - - -	Marines - 1	Insolence - - - - -	36	36
Calypso (2 Returns) - - -	Seamen - 1	Insubordination - - - - -	36	36
Caradoc (1 Return) - - -	- Nil.	—		
Castor (1 Return) - - -	Seamen - 2	Insolence and contempt - - -	72	72
Centaur (2 Returns) - - -	Seamen - 1 Boys - 1	Disobedience of orders; theft - - -	48 24	48 24
Cæsar (1 Return) - - -	- Nil.	—		
Ceylon (1 Return) - - -	- Nil.	—		
Columbia (1 Return) - - -	- Nil.	—		
Conway (2 Returns) - - -	Boys - - 1	Attempting to steal bread - - -	18	18
Comet (1 Return) - - -	- Nil.	—		
Comus (1 Return) - - -	- Nil.	—		
Conflict (2 Returns) - - -	Seamen - 2 Boys - 1	Going on shore without leave, disobedience and general bad conduct - - -	91 36	91 36
Crane (1 Return) - - -	- Nil.	—		
Cressy (1 Return) - - -	- Nil.	—		
Crocodile (2 Returns) - - -	- Nil.	—		
Cruizer (2 Returns) - - -	Seamen - 4 Marines - 1	Disobedience of orders; attempted desertion; drunkenness - - -	144 30	144 30
Cumberland (1 Return) - - -	Seamen - 7	Mutiny and insubordination - - -	264	264
Cyclops (1 Return) - - -	Seamen - 1	Theft - - - - -	24	24
Daring (2 Returns) - - -	Seamen - 3 Marines - 2 Boys - 2	Insubordination and drunkenness; desertion; mutinous language - - -	96 96 60	96 96 60
Dasher (2 Returns) - - -	- Nil.	—		
Dauntless (2 Returns) - - -	Seamen - 1 Boys - 1	Disobedience of orders; abusive language - - -	48 24	48 24
Dee (1 Return) - - -	- Nil.	—		
Desperate (1 Return) - - -	Boys - - 1	Disobedience of orders - - -	36	36
Devastation (1 Return) - - -	Boys - - 2	Disobedience of orders; theft - - -	80	80
Dragon (1 Return) - - -	- Nil.	—		
Driver (1 Return) - - -	- Nil.	—		
Duke of Wellington (2 Returns)	Seamen - 7 Marines - 1 Boys - 4	Drunkenness; theft; skulking; disobedience of orders; insubordination - - -	210 36 126	210 36 126
Edinburgh (2 Returns) - - -	Seamen - 1 Boys - 1	Theft; desertion - - - - -	36 24	36 24
Electra (2 Returns) - - -	Seamen - 1 Boys - 1	Drunkenness; theft - - - - -	36 48	36 48
Encounter (1 Return) - - -	Seamen - 2 Boys - 1	Breach of 2d Article of war; theft - - -	48 24	48 24
Espiegle (2 Returns) - - -	Boys - - 2	Drunkenness and insolence - - -	72	72
Euryalus (2 Returns) - - -	Seamen - 1 Boys - 1	Dirtiness, theft and insubordination - - -	36 24	36 24
Eurydice (1 Return) - - -	Marines - 1	Theft - - - - -	36	36
Excellent (2 Returns) - - -	Boys - - 4	Theft - - - - -	90	90

SHIP.	NUMBER.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
<i>1854—continued.</i>				
Express (1 Return) - -	Seamen - 1	Leaving the boat, and getting drunk -	24	24
Fantome (1 Return) - -	Seamen - 1	Desertion - - - - -	24	24
Ferret (1 Return) - - -	- Nil.	—		
Firebrand (1 Return) - -	Seamen - 2	Getting drunk while coaling H. M. S. "Banshee."	60	60
Fisgard (2 Returns) - -	Boys - - 1	Theft and desertion - - - -	12	12
Formidable and Wellington (1 Return).	- Nil.	—		
Fox (2 Returns) - - -	- Nil.			
Furious (1 Return) - -	Seamen - 2 } Marines - 1 } Boys - 1 }	Drunkenness - - - - -	{ 84 36 36	{ 84 36 36
Fury (1 Return) - - -	Seamen - 1 } Marines - 1 } Boys - 1 }	Troublesomeness - - - -	{ 24 18 12	{ 24 18 12
Gladiaior (1 Return) - -	Seamen - 1 } Marines - 1 } Boys - 1 }	Drunkenness; attempting to smuggle spirits; making false accusations -	{ 20 24 24	{ 20 24 24
Grecian (1 Return) - -	Marines - 1 } Boys - 1 }	Disobedience of orders - - -	{ 36 24	{ 36 24
Hannibal (1 Return) - -	Seamen - 1	Insolence and drunkenness - - -	{ 24 36	{ 24 36
Hecla (1 Return) - - -	- Nil.	Indecency - - - - -	36	36
Herald (1 Return) - - -	- Nil.	—		
Hermes (1 Return) - - -	- Nil.	—		
Highflyer (1 Return) - -	- Nil.	—		
Hogue (2 Returns) - -	Seamen - 1	Disobedience of orders - - -	24	24
Horatio (2 Returns) - -	Seamen - 1 } Marines - 2 } Boys - 1 }	Disobedience and desertion; drunkenness and disgusting language towards Mr. Spear, junior Paymaster.		
Hornet (1 Return) - - -	- Nil.	—		
Hydra (1 Return) - - -	Boys - - 2	Disobedience and theft - - -	18	18
Illustrious (2 Returns) - -	- Nil.	—		
Imaum (1 Return) - - -	Seamen - 1	Insolence - - - - -	24	24
Imperieuse (2 Returns) - -	Seamen - 4 } Marines - 2 } Boys - 3 }	Disobedience of orders; disrespect; indecency; drunkenness, &c.	{ 108 60 96	{ 108 60 96
Impregnable (2 Returns) - -	- Nil.	—		
Industry (1 Return) - - -	- Nil.	—		
Indefatigable (1 Return) - -	- Nil.	—		
Inflexible (1 Return) - -	Seamen - 2	Leaving the boat without leave - -	36	36
Investigator (1 Return) - -	- Nil.	—		
James Watt (1 Return) - -	- Nil.	—		
Janus (2 Returns) - - -	Seamen - 1	Drunkenness - - - - -	36	36
Juno (1 Return) - - -	- Nil.	—		
Leander (1 Return) - - -	Seamen - 5 } Boys - 1 }	Smuggling - - - - -	176	176
Leopard (1 Return) - - -	Seamen - 1 } Marines - 1 }	Theft, drunkenness, &c. - - -	30	30
Lightning (1 Return) - -	- Nil.	Desertion and disobedience of orders -	{ 36 24	{ 36 24
Lily (1 Return) - - -	- Nil.	—		
Linnet (1 Return) - - -	- Nil.	—		
Locust (2 Returns) - - -	Marines - 2	Drunkenness, &c. - - - -	84	84
London (1 Return) - - -	Seamen - 7 } Marines - 1 } Boys - 1 }	Drunkenness and indecency - - -	{ 198 36 24	{ 198 36 24
Madagascar (2 Returns) - -	Seamen - 1 } Marines - 1 }	Theft - - - - -	{ 24 48	{ 24 48
Mæander (2 Returns) - - -	- Nil.	Drunkenness and disobedience of orders	{ 24 48	{ 24 48
		—		

S H I P.	NUMBER.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
1854—continued.				
Magicienne (2 Returns) - -	Seamen - 4 Marines - 1 Boys - 6	Desertion; theft; drunkenness; disobedience of orders - - - -	{ 120 36 84	120 36 84
Majestic (1 Return) - -	- Nil.	—		
Mariner (1 Return) - -	- Nil.	—		
Medea (1 Return) - -	- Nil.	—		
Megæra (1 Return) - -	Boys - 1	Theft - - - - -	48	48
Minden (1 Return) - -	Seamen(native) 1	Stole 27 rupees from one of the other (native) seamen.	24	24
Miranda (1 Return) - -	Seamen - 3 Marines - 1	Theft - - - - -	{ 105 42	105 42
Monarch (2 Returns) - -	Seamen - 1 Marines - 1 Boys - 1	Theft and mutinous conduct - - -	{ 36 24 36	36 24 36
Myrmidon (1 Return) - -	- Nil.	—		
Naiad (1 Return) - -	- Nil.	—		
Neptune (2 Returns) - -	Marines - 1	Theft - - - - -	48	48
Nerbudda (1 Return) - -	Boys - 2	Theft, &c. - - - - -	66	66
Niger (1 Return) - -	Boys - 1	Bringing spirits into the ship - -	24	24
Nile (2 Returns) - -	Seamen - 1	Theft, &c. - - - - -	30	30
Odin (1 Return) - -	Seamen - 2 Boys - 2	Skulking; dirtiness, &c. - - -	{ 24 30	24 7
Pandora (2 Returns) - -	- Nil.	—		
Penelope (1 Return) - -	- Nil.	—		
Penguin (1 Return) - -	Boys - 1	Theft - - - - -	24	24
Philomel (1 Return) - -	Seamen - 1 Boys - 2	Drunkenness, theft, and dirtiness - -	{ 36 72	36 72
Phoenix (2 Returns) - -	- Nil.	—		
Plumper (1 Return) - -	Seamen - 1 Boys - 1	Mutinous conduct; drunkenness - -	{ 36 24	36 24
Pluto (1 Return) - -	- Nil.	—		
Poictiers (1 Return) - -	- Nil.	—		
Polyphemus (1 Return) - -	Boys - 1	Provoking and teasing a Krooman -	18	18
Porcupine (1 Return) - -	- Nil.	—		
Portland (2 Returns) - -	Seamen - 1	Bringing spirits into the cutter - -	24	24
Powerful (1 Return) - -	- Nil.	—		
President (1 Return) - -	- Nil.	—		
Prometheus (2 Returns) - -	- Nil.	—		
Prince Regent (2 Returns) -	Seamen - 1 Marines - 2 Boys - 3	Theft, drunkenness, &c. - - -	{ 19 78 72	19 78 72
Princess Royal (1 Return) -	- Nil.	—		
Queen (1 Return) - -	Seamen - 4 Boys - 1	Skulking; desertion - - - - - Disobedience of orders - - -	142 48	142 48
Rapid (1 Return) - -	Marines - 1 Boys - 1	Drunkenness; theft - - - - -	{ 24 30	24 30
Rattler (1 Return) - -	Marines - 1	Drunkenness - - - - -	24	24
Rifleman (1 Return) - -	Boys - 2	Attempting to smuggle spirits - -	48	48
Resistance (2 Returns) - -	- Nil.	—		
Resolute (1 Return) - -	- Nil.	—		
Retribution (1 Return) - -	Seamen - 1 Boys - 1	Drunkenness and fighting - - - Smuggling spirits - - - - -	36 42	36 42

1 boy sentenced 24 lashes, but received only 1, on stating he would "behave better for the future."

With a rod.

SHIP.	NUMBER.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
1854—continued.				
Rhadamanthus (2 Returns)	- Nil.	—		
Rodney (1 Return)	Seamen - 2 Boys - 1	Theft and assault - - - -	66	66
Rosamond (1 Return)	- Nil.	—		
Royalist (2 Returns)	Seamen - 1 Boys - 1	Desertion - - - - Drunkenness - - - -	36 48	36 48
Royal George (1 Return)	Seamen - 3	Theft and skulking - - - -	81	81
Royal William (2 Returns)	- Nil.	—		
St. George (2 Returns)	Seamen - 3 Marines - 2 Boys - 2	Disobedience; theft; insubordination -	72 60 96	72 60 96
St. Jean d'Acre (1 Return)	Seamen - 4 Marines - 1	Theft - - - - Desertion - - - -	162 18	162 18
St. Vincent (2 Returns)	- Nil.	—		
Salamander (1 Return)	Boys - 1	Drunkenness - - - -	24	24
Sampson (1 Return)	- Nil.	—		
Sanspareil (1 Return)	Seamen - 3 Boys - 1	Drunkenness - - - -	108 36	108 36
Saracen (1 Return)	- Nil.	—		
Scorpion (1 Return)	Boys - 1	Indecency - - - -	24	24
Serpent (1 Return)	- Nil.	—		
Sharpshooter (2 Returns)	- Nil.	—		
Shearwater (1 Return)	- Nil.	—		
Spartan (1 Return)	Seamen - 1 Marines - 1 Boys - 1	Drunkenness - - - - Insubordination - - - -	42 48 30	42 48 30
Sphinx (1 Return)	- Nil.	—		
Sidon (1 Return)	Seamen - 2 Marines - 1	Drunkenness and insubordination -	48 36	48 36
Simoom (1 Return)	- Nil.	—		
Spitfire (1 Return)	- Nil.	—		
Star (2 Returns)	Seamen - 5 Boys - 2	Drunkenness - - - - Theft - - - -	162 66	162 66
Stromboli (1 Return)	Boys - 1	Disobedience of orders - - -	24	24
Styx (1 Return)	Seamen - 1	Drunkenness - - - -	36	36
Sybille (1 Return)	Seamen - 1	Theft - - - -	36	36
Talbot (1 Return)	- Nil.	—		
Tartarus (2 Returns)	- Nil.	—		
Teazer (1 Return)	- Nil.	—		
Terrible (1 Return)	Seamen - 1 Boys - 1	Insolence - - - - Theft - - - -	48 36	48 36
Thetis (1 Return)	Seamen - 1	Theft - - - -	48	48
Tiger (1 Return)	Seamen - 2 Boys - 1	Drunkenness - - - - Disobedience of orders - - -	84 36	84 36
Torch (1 Return)	- Nil.	—		
Tortoise (2 Returns)	- Nil.	—		

S H I P.	NUMBER.	OFFENCES.	Number of Lashes Sentenced.	Number of Lashes Inflicted.
<i>1854—continued.</i>				
Trafalgar (1 Return) - -	Seamen - 1 Marines - 1 Boys - 2	Drunkenness - - - - -	{ 24 36 72	24 36 72
Tribune (1 Return) - -	Seamen - 4	Drunkenness - - - - -	144	144
Trident (1 Return) - -	Seamen - 1 Boys - 1	Contemptuous and mutinous conduct -	{ 24 24	24 24
Trincomalee (1 Return) - -	Seamen - 1 Boys - 1	Drunkenness - - - - - Theft - - - - -	30 18	30 18
Triton (1 Return) - -	Marines - 2	Assault - - - - -	96	96
Tyne (2 Returns) - -	Nil.	—		
Valorous (1 Return) - -	Seamen - 3 Marines - 2 Boys - 3	Desertion - - - - -	{ 102 84 60	102 84 60
Vengeance (1 Return) - -	Nil.	—		
Vestal (2 Returns) - -	Seamen - 2 Boys - 2	Assault - - - - - Theft - - - - -	72 24	60 18
Vesuvius (1 Return) - -	Seamen - 1	Theft - - - - -	30	30
Victoria and Albert (2 Returns) -	Nil.	—		
Victory (2 Returns) - -	Boys - 2	Indecency and theft - - - - -	18	18
Vixen (2 Returns) - -	Boys - 2	Drunkenness - - - - -	42	42
Volcano (1 Return) - -	Nil.	—		
Vulture (1 Return) - -	Seamen - 2	Disobedience of orders - - - - -	48	48
Vulcan (2 Returns) - -	Nil.	—		
Wasp (1 Return) - -	Seamen - 3	Disobedience; desertion; mutinous conduct.	108	108
Waterloo (2 Returns) - -	Boys - 3	Theft, and selling clothes - - - - -	84	84
Waterwitch (2 Returns) - -	Nil.	—		
Wellesley (1 Return) - -	Nil.	—		
Wellington (1 Return) - -	Boy - 1	Theft - - - - -	24	24
Winchester (1 Return) - -	Seamen - 3 Boys - 1	Drunkenness; theft - - - - - Making false accusations - - - - -	108 36	108 36
Wolverene (1 Return) - -	Nil.	—		

A B S T R A C T.

January to June 1854.—Total Number of Punishments - - - - -	330
Total Number of Lashes Inflicted - - - - -	10,053
Highest Number of Lashes - - - - -	48
Lowest Number of Lashes - - - - -	1

CORPORAL PUNISHMENTS (NAVY).

A RETURN of the Number of PERSONS FLOGGED in the NAVY since the Year 1852, distinguishing the Year, specifying the Name of the Ship, the Offence, the Sentence, the Number of Lashes inflicted ; and stating the highest and lowest Number given in each Case (in continuation of Parliamentary Paper, No. 552, of Session 1853).

(*Mr. Hume.*)

Ordered, by The House of Commons, to be Printed,
23 December 1854.

FREIGHT MONEY (GREENWICH HOSPITAL).

RETURN to an Order of the Honourable The House of Commons,
dated 2 May 1855;—for,

A RETURN “of the several Sums of FREIGHT MONEY received by the
TREASURER of GREENWICH HOSPITAL, since the 25th day of February
1854, with the Date of such Payments, and whether on Public or Private
Account ; and, of the NAME of the SHIP or VESSEL in which the Treasure
was conveyed, and of the CAPTAIN or OFFICER commanding the same.”

Admiralty, }
11 May 1855. }

JOHN JONES DYER,
Chief Clerk.

RETURN of FREIGHT on TREASURE received by GREENWICH HOSPITAL, between the
25th of February 1854 and the 2d of May 1855.

Date of Payment.	SHIP.	COMMANDER.	Public Treasure.	Private Treasure.
1854 :			£. s. d.	£. s. d.
20 March -	Buzzard -	George Snell -	- - -	- 7 6
28 April -	Fantome -	J. H. Gennys -	- - -	27 6 1
11 May -	Styx -	F. Marten -	- - -	1 16 5
15 „ -	Trincomalee -	W. Houstoun -	- - -	- 10 -
	Penelope -	Henry Lyster -	- - -	1 1 1
16 „ -	Virago -	James C. Prevost -	- - -	274 17 2
	Arengo -	James C. Prevost -	- - -	- 12 6
17 „ -	Spartan -	Sir William Hoste -	- - -	- 9 2
25 „ -	Sybille -	C. G. J. B. Elliot -	- - -	7 13 7
12 June -	Portland -	Henry Chads -	- - -	205 15 -
26 „ -	Megæra -	John O. Johnson -	- 17 3	-
	Megæra -	John O. Johnson -	- 17 3	-
29 „ -	Penguin -	Thomas Etheridge -	25 16 -	-
31 July -	Portland -	Henry Chads -	- - -	24 1 2
7 August -	Fantome -	A. G. Fitzroy -	17 15 -	-
	Fantome -	A. G. Fitzroy -	23 13 3	-
	Myrmidon -	W. K. Jolliffe -	- - -	7 1 6
10 „ -	Triton -	H. Lloyd -	- - -	12 4 10
26 „ -	Medea -	A. Phillimore -	6 16 6	-
31 „ -	Wasp -	Lord John Hay -	25 16 -	-
	Cockatrice -	W. W. Dillon -	- - -	419 11 -
31 „ -	Fox -	G. R. Lambert -	- - -	3 3 6
	Fox -	J. W. Tarleton -	- - -	- 13 3
23 September	Naiad -	Samuel Strong -	- - -	122 9 11
10 October	Salamander -	J. S. Ellman -	- - -	20 2 3
	Salamander -	J. S. Ellman -	1 16 5	-
26 „ -	Spiteful -	A. F. Kynaston -	91 16 2	-
30 November	Salamander -	J. S. Ellman -	3 13 7	-
	Otter -	W. A. Heath -	18 5 7	-
6 December	Ardent -	Samuel Pritchard -	18 4 1	-
8 „ -	Naiad -	Samuel Strong -	- - -	39 - -
13 „ -	Rattler -	A. Mellersh -	1 9 6	-
1855 :				
1 January -	Teazer -	F. D. Rich -	1 16 -	-
	Sphinx -	C. F. A. Shadwell -	- - -	1 17 -
14 „ -	Ardent -	J. R. Baker -	- - -	1 10 -
Carried forward - - -			£. 238 12 7	1,172 2 11

Date of Payment.	SHIP.		COMMANDER.		Public Treasure.			Private Treasure.		
1855:			Brought forward - - -		£.	s.	d.	£.	s.	d.
12 February	Herald	- -	H. M. Denham	- -	238	12	7	1,172	2	11
	Electra	- -	William Morris	- -	34	8	-	—		
	Rapid	- -	G. Blane	- -	-	-	-	37	10	-
26 „	Encounter	- -	G. O'Callaghan	- -	-	-	-	2	8	8
19 April	Grecian	- -	Hon. G. D. Keane	- -	-	-	-	7	8	8
23 „	Barracouta	- -	George Parker	- -	-	-	-	36	3	2
27 „	Rifleman	- -	H. Christian	- -	-	-	-	155	7	6
30 „	Dido	- -	W. H. A. Morshead	- -	-	-	-	3	-	11
					-	-	-	345	15	10
					£.	273	- 7	1,759	17	8

TOTALS.

	£.	s.	d.
PUBLIC TREASURE - - - -	273	-	7
PRIVATE TREASURE - - - -	1,759	17	8
	£. 2,032	18	3

W Paine, Cashier.
Richard Haig, Clerk of the Cheque.

By Order of the Commissioners,
Greenwich Hospital,
10 May 1855.
J^{no} W. Nicholls, Secretary.

FREIGHT MONEY
(GREENWICH HOSPITAL).

RETURN of the several Sums of FREIGHT MONEY received by the Treasurer of GREENWICH HOSPITAL, since 25th February 1854; with the Date of such Payments, and whether on Public or Private Account; and of the Name of the Ship or Vessel in which the Treasure was conveyed, and of the Captain or Officer commanding the same.

(Sir George Brooke Pechell.)

Ordered, by The House of Commons, to be Printed,
15 May 1855.

MEDICAL DEPARTMENT (NAVY).

COPY of TREASURY MINUTE, dated 3 April 1855, awarding a RETIRED ALLOWANCE to Sir *William Burnett*, M.D., K.C.B., Director-General of the Medical Department of the Navy.

Treasury Chambers, Whitehall, }
23 April 1855.

JAMES WILSON.

COPY of TREASURY MINUTE, dated 3 April 1855.

MY LORDS have before them a letter from the Secretary to the Admiralty, dated the 6th ultimo, submitting the case of Sir William Burnett, M.D., K.C.B., K.C.H., Director-general of the Medical Department of the Navy, for a special retired allowance, under the provisions of the 17th section of the Superannuation Act, as a mark of peculiar favour, and as an acknowledgment of the eminent services which he has rendered to Her Majesty's naval service in the laborious and very responsible position which he has held under the Board of Admiralty.

The Secretary to the Admiralty transmits, at the same time, the copy of a memorandum from the Right Honourable Sir James R. G. Graham, the late First Lord of the Admiralty, dated the 26th February last, relative to the services performed by Sir William Burnett, in which he states that the Lords of the Admiralty fully concur.

Sir James Graham states that he can bear the strongest testimony to Sir W. Burnett's merits, integrity, and most useful services, and adds, "that few officers now living have performed such distinguished services, both afloat and on shore: to have been present at the battles of St. Vincent, the Nile, and Trafalgar, is no small distinction in the honourable career of any naval officer; but to add to the distinction of such gallant naval exploits, 33 years of uninterrupted civil service in a laborious and responsible position, are circumstances so rare and so meritorious as to deserve, on the part of the public, a mark of peculiar favour."

My Lords have also before them the Report of the Superannuation Committee, submitting their opinion, that the memorandum of Sir James Graham furnishes ample grounds for granting this officer a special superannuation allowance under the provisions of the 17th section of the Act of the 4th & 5th Will. 4, cap. 24, and recommending that an allowance of 1,000 *l.* per annum be granted to him.

My Lords fully concur in the views taken by the Superannuation Committee, and desire that their decision may be communicated to the Board of Admiralty, with a request that their Lordships will convey to Sir William Burnett the expression of My Lords' high sense of his long, faithful, and distinguished services.

MEDICAL DEPARTMENT (NAVY).

COPY of TREASURY MINUTE, dated 3 April 1855,
awarding a RETIRED ALLOWANCE to Sir *William*
Burnett, M.D., K. C.B., Director-General of the
Medical Department of the Navy.

(Presented pursuant to Act 4 & 5 Will. 4, c. 24, s. 17.)

Ordered, by The House of Commons, to be Printed,
4 May 1855.

169

NAVAL PAYMENTS.

COPY of ORDER in COUNCIL, dated 26 June 1855, respecting NAVAL
PAYMENTS.

Admiralty, }
3 July 1855. }

JOHN BARROW,
Acting pro Chief Clerk.

At the Court at Buckingham Palace, the 26th day of June 1855.

PRESENT, THE QUEEN'S MOST EXCELLENT MAJESTY IN COUNCIL.

WHEREAS there was this day read at the Board a Memorial of the Right Honourable the Lords Commissioners of the Admiralty, dated the 5th of this instant June, in the words following, viz. :—

“Whereas the Lords Commissioners of Your Majesty's Treasury have transmitted to us the copy of a Minute, made at that Board the 27th day of February last, prescribing Regulations for promoting uniformity in the mode of conducting the payments made by the Paymaster-General for the public service; and whereas, by sec. 13, c. 19, of the Act passed in the 17th year of Your Majesty's reign, intituled, “An Act for facilitating the Payment of Her Majesty's Navy, and the payment and distribution of prize, bounty, salvage, and other monies to and amongst the Officers and Crews of Her Majesty's ships and vessels of war, and for the better regulation of the Accounts relating thereto,” we are authorised from time to time to make such rules, orders, and regulations as may to us appear expedient for facilitating the paying of the Navy, and for distributing the proceeds of any prize, or any bounty, salvage, or other monies, as recited in the aforesaid Act, and for keeping the accounts and expenses in relation thereto, notwithstanding any provisions to the contrary contained in any Act of Parliament whatsoever, provided that such rules, orders and regulations are not inconsistent with Your Majesty's Proclamations referred to in the said Act, or with any future Proclamations which Your Majesty may be graciously pleased to issue; and that the same shall not have any force or effect until they have been previously approved by Your Majesty in Council. We beg leave, therefore, most humbly to submit for Your Majesty's approval the following Regulations relative to Naval Payments :—

“1. That all Bills be issued or drawn at the uniform term of seven days.

“2. That Navy Bills issued for supplies of provisions, victualling, medical, and naval stores, freight, and generally for all contract works and supplies, be made out payable at seven days after date.

“3. That all Bills of Exchange drawn on the Accountant-General of the Navy, and accepted by him, payable in the bill account of the Paymaster-General, at the Bank of England, be drawn at seven days after sight, instead of three days, as prescribed by Act 2 Will. 4, c. 40, sec. 8.

“These regulations are to be adopted without interfering with any existing contract or engagement, and are to come into operation on the 1st day of October next.”

Her Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of Her Privy Council, to approve thereof, and the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions therein accordingly.

(signed) Wm. L. Bathurst.

NAVAL PAYMENTS.

COPY of ORDER in COUNCIL, dated 26 June 1855,
respecting NAVAL PAYMENTS.

(Presented pursuant to Act 17 Vic., c. 19, s. 13.)

*Ordered, by The House of Commons, to be Printed,
4 July 1855.*

17
NAVAL PRIZE, BOUNTY, &c.

AN ACCOUNT

SHOWING THE

RECEIPT AND EXPENDITURE

OF

NAVAL PRIZE, BOUNTY, SALVAGE, AND OTHER MONIES,

BETWEEN THE

1st JUNE 1854 and 31st MARCH 1855.

(Presented pursuant to Act 17 Vict. c. 19, s. 13.)

*Ordered, by The House of Commons, to be Printed,
10 May 1855.*

AN ACCOUNT showing the RECEIPT and EXPENDITURE of NAVAL PRIZE, BOUNTY,

	£.	s.	d.
To Balance of unclaimed prize, bounty, salvage, and other monies remaining in the hands of Her Majesty's Paymaster-general at the Bank of England, on the 1st June 1854, the day on which the new system of payment and account of these monies, under the provisions of Act 17 Vict. c. 19, s. 6, came into operation - - - - -	5,891	-	9
<i>Note.</i>—Pursuant to the 17th clause of the Act 10 Geo. 4, c. 26, transfers to the amount of 123,000<i>l.</i> were made out of the Naval Prize Balance in aid of the Greenwich Hospital Out Pension Votes between the years 1831 and 1847; and a further sum of 50,000<i>l.</i> was paid therefrom over to the Consolidated Fund on the 28th June 1853, under the authority of the Lords Commissioners of the Treasury, as directed by Act 13 & 14 Vict. c. 40, clause 2, making together 173,000<i>l.</i>, which will account for the small amount of the above cash balance.			
To proceeds of the sales of Russian vessels and cargoes, as per contra, captured by Her Majesty's ships, and paid to the account of Her Majesty's Paymaster-general, at the Bank of England, on account of naval prize, by the Registrar and Marshal of the High Court of Admiralty and his substitutes (under sect. 4 of Act 17 Vict. c. 19) - - -	62,557	2	-
To amount recovered from the owners of the "Cuthbert Young," merchant vessel, for "salvage" services rendered to that vessel by Her Majesty's ship "Prometheus," and paid to the account of Her Majesty's Paymaster-general at the Bank of England, on account of naval prize, by the agents of that vessel (under sect. 5 of Act 17 Vict. c. 19) - - - - -	187	10	-
To amount of prize, bounty, salvage, and other monies brought into distribution by naval prize agents, remaining unclaimed after the expiration of three months, and paid by them to the account of Her Majesty's Paymaster-general, at the Bank of England, on account of naval prize - - - - -	3,355	2	6
	66,099 14 6		
	£.	71,990	15 3

I hereby certify that the foregoing Account, prepared in pursuance of the 13th section of Act 17 Vict. c. 19, is a correct
31st March 1855, as compared with the account books and

Admiralty, 4 May 1855.

SALVAGE, and other MONIES, between the 1st June 1854 and the 31st March 1855.

		EXPENDITURE.	Detail of RECEIPTS, as per Contra.	BALANCES.
		£. s. d.	£. s. d.	£. s. d.
CAPTURES made under the Prize Act, Russia:				
By Phoenix	captured prize to H. M. S. Tribune	410 13 5	4,870 - -	4,459 6 7
" Mentor	ditto - - - ditto	490 - 9	2,745 11 -	2,255 10 3
" America	ditto - - - ditto	808 1 -	1,469 2 2	661 1 2
" Alexander	ditto - - - ditto	319 7 7	1,828 5 -	1,508 17 5
" Aland	ditto - to H. M. S. James Watt, and Austerlitz,) French ship of war - - -)	2,194 19 -	3,523 18 7	1,328 19 7
" Patriotan	ditto - to H. M. S. Magicienne, and 30 other ships	212 16 10	1,166 7 1	953 10 3
" Aina	ditto - to H. M. S. Alban	357 19 1	2,845 10 4	2,487 11 3
" Nadeschda	ditto - - - ditto	290 12 8	1,718 18 9	1,428 6 1
" Ida	ditto - to H. M. S. Gorgon, and 10 other ships	774 19 7	9,993 1 9	9,218 2 2
" Egir	ditto - to H. M. S. Tribune	227 17 8	1,050 - -	822 2 4
" Victor	ditto - to H. M. S. Euryalus, and seven other ships	173 8 8	300 - -	126 11 4
" Catharine Charlotte,	ditto - to H. M. S. Conflict	246 5 6	2,660 - -	2,413 14 6
" Carl Magnus	ditto - - - ditto	227 3 8	676 - 2	448 16 6
" Primus	ditto - to H. M. S. Valorous and Vulture	327 13 4	1,550 8 9	1,222 15 5
" *Najaden	ditto - to H. M. S. Odin	1,080 2 9	1,133 16 6	53 13 9
" Gebruder	ditto - to H. M. S. Amphion and Cruizer	195 8 8	320 - -	124 11 4
" Dido	ditto - to H. M. S. Imperieuse and Leopard	284 16 5	1,245 10 10	960 14 5
" Abo	ditto - to H. M. S. Tribune	532 18 6	2,656 15 6	2,123 17 -
" Industriæ	ditto - to H. M. S. Conflict	267 5 6	1,896 7 -	1,629 1 6
" John	ditto - - - ditto	261 16 8	1,886 7 -	1,624 10 4
" Carolina	ditto - to H. M. S. Amphion and Cruizer	258 5 1	1,455 7 9	1,197 2 8
" Fidentia	ditto - to H. M. S. Tribune, and two other ships	327 11 2	2,256 7 4	1,928 16 2
" *Emelle	ditto - to H. M. S. Bulldog	395 16 2	888 15 -	492 18 10
" Augusta	ditto - to H. M. S. Arrogant and Hecla	434 8 8	2,315 3 -	1,880 14 4
" Carl	ditto - to H. M. S. Avon	277 15 11	1,887 4 6	1,609 8 7
" Dwina	ditto - to H. M. S. Miranda	- - -	461 10 4	461 10 4
" Volga	ditto - - - ditto and Eurydice	267 6 7	2,022 8 8	1,755 2 1
" Moja Nadeschda	ditto - to H. M. S. Miranda	- - -	819 4 6	819 4 6
" Anna Maria	ditto - to H. M. S. Archer	- - -	244 4 5	244 4 5
" Eight vessels, captured (condemned as a class) prizes to H. M. S. Amphion) and Conflict - - -)		240 1 3	2,459 6 -	2,210 4 9
" Concordia and two other vessels (names unknown), prizes to H. M. S. Con-) flict - - -)		- 17 6	49 18 -	49 - 6
" A vessel (name unknown), prize to H. M. S. Furious, in company with the) combined fleets - - -)		- - -	298 13 7	298 13 7
" Johanna Maria, captured prize to H. M. S. Archer		- - -	650 - -	650 - -
" Nornen - - - ditto - - - ditto and two other vessels		- - -	620 - -	620 - -
" Six vessels, captured prizes to H. M. S. Retribution, and two other ships		- - -	592 18 6	592 18 6
TOTALS, Russian Prize - - - £.		11,895 9 7	62,557 2 -	50,661 12 5
By Salvage services to "Cuthbert Young," by H. M. S. Prometheus		19 2 8	187 10 -	168 7 4
By Unclaimed Share Account:				
For shares of prize, bounty, and other monies that were distributable by Navy Prize agents, paid out of the Balance remaining on the 1st June 1854, or out of the sums subsequently transferred by the agents to the Naval Prize Account		3,800 13 -	5,891 - 9 Balance 1st June 1854. 3,355 2 6 Amount paid over by agents.	5,445 10 3
TOTAL EXPENDITURE - - - £.		15,715 5 3	71,990 15 3	56,275 10 -
By Balance on 31st March 1855		56,275 10 -	-	-
		£. 71,990 15 3	71,990 15 3	

* The proceeds of these three prizes are now in course of distribution.

statement of the Receipt and Expenditure of Naval Prize, Bounty, Salvage, and other monies, between 1st June 1854 and vouchers, or other documents from which the books are prepared.

R. M. Bromley,
Accountant-General of the Navy, and
Auditor of Prize Accounts.

MEMORANDUM.

THE following Sums, consisting of Freight Money, *pendente lite*, of the Cargoes laden on board Vessels seized, and of the Proceeds of the Sales of Vessels and Cargoes captured by Officers of Her Majesty's Customs, and condemned as Droits and Perquisites to Her Majesty in Her Office of Admiralty, have been paid in to the Account of the Paymaster-General at the Bank of England on account of Naval Prize, by order of the High Court of Admiralty, pursuant to the 13th, 24th, and 26th sections of the Prize Act, Russia (Vict. 17, c. 18). These Sums have subsequently been transferred, as stated against each, from the Naval Prize Balance, by direction of the Admiralty Court.

NAME OF VESSEL, &c.	DATE OF RECEIPT.	AMOUNT.	HOW DISPOSED OF.	DATE OF TRANSFER.
		£. s. d.		
Freight of part of cargo laden on board the Johanna Emilie - - - - -	19 Aug. 1854 - 27 Sept. - - -	18 7 -	Transferred to the "Admiralty Droit Account" of the Registrar of the Admiralty Court - - -	15 Dec. 1854
Ditto - - ditto - - Ocean Bride - -	19 Aug. - - -	480 9 4		
Ditto - - ditto - - Æolus - - -	21 - - -	25 10 5		
Johannes, captured by Lion revenue cruiser	14 July - - - 28 Aug. - - - 1 Sept. - - - 4 Oct. - - -	854 6 -	The balance of these sums, after abating the fees and disbursements of the marshal of the Admiralty Court, transferred to the "Admiralty Court Deposit Fund Account" -	13 Jan. 1855
Kamtschatka, captured by boats of the Folke- stone coast-guard - - - - -	14 July - - - 24 Aug. - - - 1 & 12 Sept. 1854	2,230 17 9		
Livonia, captured by Argus revenue cruiser	14 July 1854 - 4.11, & 12 Sept. 1854	2,010 5 -		
Zelus - - ditto - - ditto - - -	14 July 1854 - 28 Aug. - - - 4 & 12 Sept. 1854	1,172 6 6		
Christine, captured by Custom-house officers at Liverpool - - - - -	21 Nov. 1854 -	800 - -	Transferred to the "Admiralty Court Deposit Fund Account" - - -	13 Jan. 1855
Froya, captured by Argus revenue cruiser	6 Sept. - - - 17 Nov. - - -	3,144 15 -		
Fama - ditto - Peterel - ditto - -	17 - - -	2,418 8 9		
Furst Bishcoff Albrecht, captured by Custom- house officers at Dundee - - - -	10 Jan. 1855 -	920 - -		
Johanna Christoph - ditto - at Grimsby -	16 Dec. 1854 -	3,100 - -		
Rapid - - - - ditto - at Hull -	17 Nov. - - -	1,110 - -	Ditto - - ditto - - -	3 Mar. 1855
Ernst Merck - - - ditto - ditto - -	10 Jan. 1855 -	2,200 - -		
Atlantic - - - - ditto - at Leith -	18 Jan. - - - 3 Feb. - - -	2,494 13 6		
Kotka - - - - ditto - at London -	29 Jan. - - -	3,570 - -	Ditto - - ditto - - -	23 Mar. 1855
Soglasie - - - - ditto - at Leith -	20 Feb. - - -	3,698 3 8		
Rapide - - - - ditto - at Liverpool -	13 Mar. - - -	1,331 19 6		
		£. 31,580 2 5		

Note.—The "Admiralty Court Deposit Fund Account" is an account opened, by direction of the Lords Commissioners of Her Majesty's Treasury, in the books of the Paymaster-general, and the surplus balances of the Registrar of the Admiralty Court, as well as monies transferred from the Naval Prize Account, as Droits of Admiralty, are carried to the credit thereof, and can only be drawn out under the special sanction of the Treasury from time to time.

R. M. Bromley,
Accountant-General of the Navy.



NAVAL PRIZE, BOUNTY, &c.

ACCOUNT showing the RECEIPT and EXPENDITURE of NAVAL PRIZE, BOUNTY, SALVAGE, and other MONIES, between the 1st June 1864 and 31st March 1865.

(Presented pursuant to Act 17 Vict. c. 19, s. 13.)

*Ordered, by The House of Commons, to be Printed,
10 May 1865.*

NAVAL PRIZES.

RETURN to an Order of the Honourable The House of Commons,
dated 15 May 1855;—for,

RETURN “of all VESSELS SEIZED or CAPTURED, whether under the Russian, Neutral, Allied, or British Flags, and against which Proceedings have been taken in the High Court of Admiralty of *England*, from the 29th day of March 1854 to the Date of making the Return, showing the Name of the Prize, her Master’s Name, her Tonnage, the Nature of her Cargo (if any), and under what Colours she was Captured, the Names of the Capturing Ship, and its Commanding Officer, the Date of the Capture, the Grounds upon which she was Captured, the Date when Proceedings were Commenced, the Date of Adjudication, the Decretal Part of Sentence, the Particulars and Amount of the Gross Proceeds, and of the Payments thereout; distinguishing the Fees to Counsel, and to the Proctor for the Crown, the Balance for Distribution, and the Date when Notice of the Distribution was Published in the Gazette, in each Case respectively.”

Admiralty, }
11 August 1855. }

JOHN JONES DYER,
Chief Clerk.

(*Sir George Brooke Pechell.*)

Ordered, by The House of Commons, to be Printed,
14 August 1855.

I N D E X.

A.	No.		No.		No.
Aina - - - - -	1	Franciska - - - - -	49	Name unknown; prize, Firebrand -	93
America - - - - -	10	Furst Bischoff Albrecht - - - - -	66	Name unknown; prize, Furious and	
Aland - - - - -	13	Fortuna (H. C. Thomsen, master) -	81	Caton - - - - -	108
Abo - - - - -	18	Franz Drake - - - - -	106	No name, No. 12,044, Russianschooner	133
Ægir - - - - -	19	Fortuna (Ole Anderson, master) -	129	Nina - - - - -	134
Alexander (Wolsgaard, master) -	22	Fehmar - - - - -	132		
Argo - - - - -	23			O.	
Æolus - - - - -	36			Ostsee - - - - -	39
Amalie - - - - -	37	G.		Ocean Bride - - - - -	56
Alexander - - - - -	46	Gebruder Die - - - - -	33	Odessa - - - - -	105
Anna Catarina - - - - -	47	Goth - - - - -	65	Otawa - - - - -	115
Augusta - - - - -	53	Graf Nitikin - - - - -	111	Otto and Olaf - - - - -	119
Annechina Jantina - - - - -	60	Gerasimo - - - - -	128		
Atlantic - - - - -	74			P.	
Anna Maria - - - - -	80	H.		Phoenix, otherwise Fenix (H. Si-	
Ajos Joannes o Prodromos - - -	88	Helsingoer - - - - -	130	lander, master) - - - - -	3
Ariel - - - - -	91			Patriotan - - - - -	21
Antoine - - - - -	107	J.		Primus - - - - -	31
Ackbar - - - - -	113	Johanna Emilie, otherwise Emilia -	7	Polka - - - - -	41
Arion - - - - -	124	Johannes - - - - -	12	Problem - - - - -	64
Activ - - - - -	127	Ida - - - - -	17	Pandia - - - - -	87
		John (Jost, master) - - - - -	26	Phoenix (J. Bolwin, master) - -	112
B.		Industrie (Fuhl, master) - - - -	27	Phönix (Sevenssen, master) - -	116
Baltica - - - - -	38	Johanna (Uddstrom, master) - -	29	Paul Friedrich - - - - -	117
Boj Moja Nadeschda - - - - -	70	John (Schultz, master) - - - - -	40	Proebrascenie Gospodne - - -	102
Benedict - - - - -	120	Johan Carl - - - - -	45		
Betty - - - - -	122	Johanna Maria - - - - -	52	R.	
Balance - - - - -	123	Jeanne Marie - - - - -	54	Rapid - - - - -	62
		Johan Christoph - - - - -	57	Reinhard - - - - -	69
C.		Industrie (Schlossman, master) -	92	Rapida - - - - -	84
Carl - - - - -	20	Johanna (Ahrens, master) - - -	121		
Carl Magnus - - - - -	24	Johanna Elizabeth - - - - -	135	S.	
Catharine Charlotte - - - - -	25			Soglasie - - - - -	65
Caroline, otherwise Carolina (Ehlers,	32	K.		Steen Bille - - - - -	59
master) - - - - -		Kamtschatka - - - - -	4	San Spiridione (Metaxa, master) -	90
Christine - - - - -	61	Kotka - - - - -	85	Sfiatoi Constantine (Lavrenow,	
Concordia - - - - -	73	Klissova - - - - -	89	master) - - - - -	94
Ceres - - - - -	86			Sfiatoi Pietro e Paolo - - - -	95
Caroline (J. C. Kraft, master) -	110	L.		Sfiatoi Nicolai (Vartminski, master)	96
		Livonia (Matzkait, master) - - -	8	Sfiatoi Nicolai (Kulika, master) -	97
D.		Louisa - - - - -	42	Sfiatoi Constantine (F. Prutianoff,	
Dido - - - - -	14	Livonia (—, master) - - - - -	43	master) - - - - -	98
Die Gebruder - - - - -	33	Louise Annalie - - - - -	44	Sfiatoi Nicolai (Taranenko, master)	99
De Vrouw Alida - - - - -	58	Leucade - - - - -	83	Sfiatoi Anna - - - - -	100
Dwina - - - - -	67			Sfiatoi Spiridione (Smakof, master)	101
Dania - - - - -	125	M.		Sfiatoi Nicolai (Sapostnikof, master)	103
		Mentor - - - - -	11	T.	
E.		Minima - - - - -	63	Themis - - - - -	82
Emelie (Lonnberg, master) - - -	30	Magle - - - - -	79		
Ernst Merck - - - - -	35	Mecklenberg - - - - -	118	V.	
Esse - - - - -	75	Myran, otherwise Myram - - - - -	131	Vesta - - - - -	15
Elize, otherwise Elise Wilhelmine -	76			Victor - - - - -	28
Ellida - - - - -	78	N.		Union - - - - -	50
Elmina - - - - -	109	Nadeschda - - - - -	2	Vrouw Alida, De - - - - -	53
Eduard - - - - -	114	Najaden - - - - -	34	Volga - - - - -	77
Emilie (Berg, master) - - - - -	126	Name unknown; ship; prize, Am-	48	Vengeur - - - - -	104
		phton and Conflict - - - - -			
F.		Nornen - - - - -	51	W.	
Fenix, otherwise Phoenix (H. Si-	3	Nyverdal - - - - -	68	Wolga, otherwise Volga - - - -	77
lander, master) - - - - -		Name unknown; sloop; prize, Con-	71		
Froya - - - - -	6	flict - - - - -		Z.	
Fidentia - - - - -	9	Name unknown; sloop; prize, Con-	72	Zelus - - - - -	5
Fama - - - - -	16	flict - - - - -			

NAVAL PRIZES.

the Russian, Neutral, Allied, or British Flags, and against which Proceedings have been taken in the High Court of Admiralty of *England*, from the 29th day of March 1854 to the 8th day of August 1855, showing the Name of the Prize, her Master's Name, her Tonnage, the Nature of her Cargo (if any), and under what Colours Commanding Officer, the Date of Capture, the Grounds of Capture, the Date when Proceedings were Commenced, the Date of Adjudication, the Decretal part of Sentence, the Particulars and Amount of the Gross Proceeds, and of the Payments thereof, distinguishing the Fees to Counsel and to the Proctor for the Crown, the distribution was published in the Gazette, in each case respectively.

No.	NATURE OF HER CARGO (IF ANY).	UNDER WHAT COLOURS CAPTURED.	CAPTOR.		DATE OF CAPTURE.	GROUNDS OF CAPTURE.	DATE WHEN PROCEEDINGS WERE COMMENCED.	DATE OF ADJUDICATION.	DECRETAL PART OF SENTENCE.	GROSS PROCEEDS.		PAYMENTS THEREOUT.		FEES TO COUNSEL.	FEES TO PROCTOR FOR THE CROWN.	BALANCE FOR DISTRIBUTION.	DATE WHEN NOTICE OF DISTRIBUTION WAS PUBLISHED IN GAZETTE.
			NAME OF SHIP.	COMMANDING OFFICER.						PARTICULARS.	AMOUNT.	PARTICULARS.	AMOUNT.				
-	Salt - -	Russian vessel, but had Danish colours hoisted at time of capture.	H. M.'s steam ship Alban -	Henry Charles Otter, Esq. -	21 April 1854	As being Russian property.	2 May 1854 -	21 June 1854	Condemned barque and cargo as prize to Alban, save the private adventure of the master, restored with consent of Her Majesty's Proctor.	Deposit on cargo - - Balance of ditto - - Deposit on ship - - Balance of ditto - -	£. s. d. 176 - - 219 10 4 612 10 - 1,837 10 -	Marshal - - - - Queen's Proctor - - - Admiralty Court Fee Fund - Navy agents - - - Admiralty Proctor - - Proctor for navy agents -	£. s. d. 265 15 10 77 - 9 15 2 6 77 19 1 64 8 2 66 12 6	- - - - 8 8 - - - - 27 6 -	- - - - 37 12 10 - - - 30 8 11	- - - - - - - - - - - - - - - - - - -	Preliminary notice, 8 December 1854. Notice of distribution, 31 July 1855.
											2,845 10 4	- - - - -	566 18 10	- - - -	- - - -	2,278 11 6	
-	Salt - -	Russian vessel, but had Swedish colours hoisted at time of capture.	H. M.'s steam-ship Alban -	Henry Charles Otter, Esq. -	21 April 1854	- - ditto - - -	2 May 1854 -	29 June 1854	Brig and cargo condemned as prize to the Alban.	Deposit on cargo - - Balance of ditto - - Deposit on brig - - Balance of ditto - -	£. s. d. 113 12 6 175 6 3 357 10 - 1,072 10 -	Marshal - - - - Queen's Proctor - - - Admiralty Court Fee Fund - Navy agents - - - Admiralty Proctor - - Proctor for navy agents -	£. s. d. 224 19 11 56 - 3 9 12 6 69 13 4 59 9 8 63 - 8	- - - - 3 3 - - - - 27 6 -	- - - - 22 19 8 - - - 27 19 11	- - - - - - - - - - - - - - - - - - -	Preliminary notice 8 December 1854. Notice of distribution, 31 July 1855.
											1,718 18 9	- - - - -	482 16 4	- - - -	- - - -	1,236 2 5	
-	None - -	Russian - - -	H. M.'s steam-ship Tribune -	The Honourable Swinfen Thomas Carnegie.	12 April 1854	- - ditto - - -	3 May 1854	21 June 1854	Condemned as prize to the Tribune - -	Ship - - - -	4,870 - -	Marshal - - - - Queen's Proctor - - - Navy agents - - - Admiralty Court Fee Fund -	£. s. d. 218 8 11 109 8 9 57 13 3 25 2 6	- - - - 12 12 -	- - - - 46 3 11	- - - -	Preliminary notice, 20 July 1855.
-	Salt - -	Russian - - -	Boat belonging to the Coast-guard Station at Folkestone, Kent.	George Durbin, Lieutenant, R. N.	28 April 1854	- - ditto - - -	5 May 1854	29 June 1854	Ship and cargo condemned as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty; save the private adventure of the master, restored (with consent of Admiralty Proctor).	Deposit on cargo - - Balance of ditto - - Deposit on ship - - Balance of ditto - -	£. s. d. 217 - - 213 17 9 450 - - 1,350 - -	Marshal - - - - Admiralty Proctor - - - Navy agents - - -	£. s. d. 250 11 7 59 17 10 146 19 3	- - - - 4 4 -	- - - - 20 19 6	- - - -	
											2,230 17 9						
-	Salt - -	Russian - - -	Non-commissioned revenue steam-ship Argus.	John Samuel William Grandy, Esq.	26 April 1854	- - ditto - - -	5 May 1854	29 June 1854	Ship and cargo condemned as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty.	Deposit on cargo - - Balance of ditto - - Deposit on ship - - Balance of ditto - -	£. s. d. 63 - - 89 6 6 255 - - 765 - -	Marshal - - - - Admiralty Proctor - - -	£. s. d. 143 14 8 58 13 4	- - - - 4 4 -	- - - - 21 17 5	- - - -	
											1,172 6 6						
-	Salt - -	Russian - - -	H. M.'s revenue steam-ship Argus.	John Samuel William Grandy, Esq.	21 April 1854	- - ditto - - -	13 May 1854	31 July 1854	Ship and cargo condemned as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty.	Deposit on cargo - - Balance of ditto - - Ship - - - -	£. s. d. 226 - - 269 15 - 2,650 - -	Marshal - - - - Admiralty Proctor - - -	£. s. d. 333 9 2 98 1 6	- - - - 14 14 -	- - - - 37 5 6	- - - -	
											3,144 15 -						
-	Wine, cork, wheat, &c.	Hanoverian - - -	Charles John Cox, acting landing surveyor of Her Majesty's Customs at the Port of London.		1 May 1854	For having simulated papers and as being Russian property.	16 May 1854	16 June 1854	Restored goods specified in Schedule annexed to claim of Robert Blagden (with consent of Admiralty Proctor), on payment of freight and expenses.								
								21 June 1854	Restored goods specified in claim of Joseph James Forrester (with consent of Admiralty Proctor), on payment of freight and expenses.								
								4 July 1854	Restored 18 moyos 16 alquieres (equal to 50 quarters) of wheat (with consent of Admiralty Proctor), on payment of freight and expenses.								
								16 Dec. 1854	Ship and freight restored to Theodore Schlutow, the claimant.								
-	Salt - -	Russian - - -	H. M.'s revenue steamer Argus	John Samuel William Grandy, Esq.	23 April 1854	As being Russian property.	16 May 1854	21 June 1854	Ship and cargo condemned as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty.	Deposit on cargo - - Balance of ditto - - Deposit on ship - - Balance of ditto - -	£. s. d. 88 12 6 111 12 6 452 10 - 1,357 10 -	Marshal - - - - Admiralty Proctor - - -	£. s. d. 183 15 10 83 3 -	- - - - 12 12 -	- - - - 30 1 -	- - - -	
											2,010 5 -						

RETURN RELATING TO VESSELS SEIZED OR CAPTURED UNDER THE RUSSIAN, NEUTRAL, ALLIED, OR BRITISH FLAGS, FROM 29 MARCH 1854 TO 8 AUGUST 1855.

PRIZE.					CAPTOR.		DATE OF CAPTURE.	GROUNDS OF CAPTURE.	DATE WHEN PROCEEDINGS WERE COMMENCED.	DATE OF ADJUDICATION.	DECRETAL PART OF SENTENCE.	GROSS PROCEEDS.		PAYMENTS THEREON.	
NAME.	MASTER'S NAME.	TONNAGE.	NATURE OF HER CARGO (IF ANY).	UNDER WHAT COLOURS CAPTURED.	NAME OF SHIP.	COMMANDING OFFICER.						PARTICULARS.	AMOUNT.	PARTICULARS.	AMOUNT.
9. Fidentia - - - -	Gustav Edward Serlachius -	300 tons -	Salt, oil, and wine.	Russian - - -	H. M.'s steam-ship Tribune - H. M.'s ships Leopard and Imperieuse - - -	The Hon. Swinfen Thomas Carnegie. George Giffard, Esq. Rundel Burges Waton, C.B.	9 April 1854	As being Russian property.	16 May 1854	21 July 1854 14 Nov. 1854 26 Feb. 1855	Ship and unclaimed part of cargo condemned as prize to Tribune (master's private adventure restored with consent of Her Majesty's Proctor). Claimed portion of cargo condemned as prize to Tribune. H. M.'s ships Leopard and Imperieuse pronounced joint captors with the Tribune.	Deposit on cargo - Balance of ditto - Ship - Part of cargo -	£. s. d. 150 - - 195 18 7 1,910 - - - 8 9 2,256 7 4	Marshal - - - Navy agents for Tribune - Admiralty Court Fee Fund - Queen's Proctor - - -	290 18 12 133 460
10. America - - - -	Mauritz Boxberg - -	260 tons -	Salt and wine -	Swedish - - -	H. M.'s steam-ship Tribune -	The Hon. Swinfen Thomas Carnegie.	1 May 1854	- - ditto - - -	16 May 1854	29 June 1854 8 Dec. 1854	Ship condemned as prize to Tribune - - Cargo restored (with consent of Queen's Proctor), on payment of freight and expenses to Lawrence Engstrom, the claimant.	Deposit on cargo - Balance of ditto - Ship - - -	240 16 10 318 5 4 910 - - 1,469 2 2	Marshal - - - Queen's Proctor - - - Net proceeds of cargo repaid to claimant. Navy agents - - - Admiralty Court Fee Fund -	243 63 478 17 5 808
11. Mentor - - - -	Adolf Magnus Eklund -	506 tons -	Salt - - -	Russian - - -	H. M.'s steam-ship Tribune -	The Hon. Swinfen Thomas Carnegie.	13 April 1854	- - ditto - - -	17 May 1854	29 June 1854	Ship and cargo condemned as prize to the Tribune.	Deposit on cargo - Balance of ditto - Deposit on ship - Balance of ditto -	326 17 6 418 13 6 500 - - 1,500 - - 2,745 11 -	Marshal - - - Queen's Proctor - - - Navy agents - - - Admiralty Court Fee Fund -	337 78 58 14 490
12. Johannes - - - -	C. G. Sjoman - - -	100 tons -	Salt - - -	Russian - - -	H. M.'s revenue cutter Lion	Lieut. W. Pearn - - -	29 April 1854	- - ditto - - -	17 May 1854	29 June 1854	Ship and cargo condemned as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty.	Deposit on cargo - Balance of ditto - Deposit on ship - Balance of ditto -	54 16 3 59 9 9 185 - - 555 - - 854 6 -	Marshal - - - Admiralty Proctor - - -	108 66
13. Aland - - - -	Christian Constantine Wren	506 tons -	Salt - - -	Russian - - -	H. M.'s ship-of-war James Watt and French Imperial ship-of-war Austerlitz.	George-Elliott, Esq. - Louis Amable Laurencia -	15 April 1854	- - ditto - - -	18 May 1854	21 June 1854 20 Dec. 1854	Ship and cargo condemned as prize to the James Watt. French Imperial ship-of-war Austerlitz pronounced joint captor with the James Watt; net proceeds of prize directed to be divided into 1,800 parts, and apportioned 946 of such parts to his Imperial Majesty the Emperor of the French, and 854 to the James Watt.	Deposit on cargo - Balance of cargo - Ship - - -	392 7 6 431 11 1 2,700 - - 3,523 18 7	Marshal - - - Queen's Proctor - - - Proctor for the Austerlitz Admiralty Court Fee Fund - Navy agent - - -	402 93 25 18 35 575
14. Dido - - - -	Gustav Wilhelm Holmberg -	212 tons -	Salt - - -	Russian - - -	H. M.'s ships-of-war Imperieuse and Leopard	Rundel Burges Watson, C.B. George Giffard, Esq.	11 April 1854	- - ditto - - -	18 May 1854	31 July 1854 26 Feb. 1855	Ship and cargo condemned as prize to the Imperieuse; save the master's private adventure restored. H. M.'s ship Leopard pronounced joint captor with the Imperieuse.	Deposit on cargo - Balance of ditto - Deposit on ship - Balance of ditto -	200 - - 185 10 10 215 - - 645 - - 1,245 10 10	Marshal - - - Admiralty Court Fee Fund - Navy agents for Imperieuse Queen's Proctor - - - Navy agents; supplemental account for Imperieuse.	215 7 62 88 1 374
15. Vesta - - - -	Nils Petterson - - -	472 tons -	Salt - - -	Russian - - -	H. M.'s revenue steamer Mermaid.	Henry Stokes, Lieut., R.N. -	25 April 1854	- - ditto - - -	18 May 1854	- - -	Released by order of the Lords Commissioners of the Admiralty.				
16. Fama - - - -	Johan Ostman - - -	400 tons -	Salt - - -	Russian - - -	H. M.'s revenue cruiser Petrel	John Hughes, Esq. - -	26 April 1854	- - ditto - - -	19 May 1854	21 July 1854	Ship and cargo condemned as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty.	Deposit on cargo - Balance of ditto - Ship - - -	275 - - 393 8 9 1,750 - - 2,418 8 9	Marshal - - - Admiralty Proctor - - -	369 78
17. Ida - - - -	Anders Gustav Sten - -	200 tons -	Coffee - - -	Russian - - -	H. M.'s ships-of-war, Gorgon St. Jean D'Acre - Cressy - Cæsar - Amphion - Leopard - Magicienne - Edinburgh - And Dragon.	Arthur Cumming, Esq. - Hon. Henry Keppel - Richard Laird Warren, Esq. John Robb, Esq. Astley Cooper Key, Esq. - George Giffard, Esq. - Thomas Fisher, Esq. - Richard Strode Hewlett, Esq.	17 April 1854	- - ditto - - -	18 May 1854	29 June 1854 3 Aug. 1855	Ship and cargo condemned as prize to the Gorgon. H. M.'s ships St. Jean D'Acre, Cressy, Cæsar, Amphion, Leopard, Magicienne, Edinburgh, and Dragon, pronounced joint captors with the Gorgon.	Deposit on ship - Balance of ditto - Deposit on cargo - Balance of ditto -	207 10 - 622 10 - 1,438 - - 7,725 1 9 9,993 1 9	Marshal - - - Queen's Proctor - - - Admiralty Court Fee Fund -	624 100 50
18. Abo - - - -	G. A. Goos - - -	600 tons -	Salt, oil, and 1 box of leeches.	Russian - - -	H. M.'s steam-ship Tribune	The Honourable Swinfen Thomas Carnegie.	13 April 1854	- - ditto - - -	20 May 1854	21 July 1854 6 Oct. 1854	Ship and unclaimed part of cargo condemned as prize to Tribune. Goods claimed by Quincey Rew restored on payment of the freight and expenses.	Deposit on cargo - Balance of ditto - Deposit on ship - Balance of ditto -	275 - - 321 15 6 515 - - 1,545 - - 2,656 15 6	Marshal - - - Queen's Proctor - - - Navy agents - - - Admiralty Court Fee Fund -	364 10 48 1 53

		CAPTOR.		DATE OF CAPTURE.	GROUNDS OF CAPTURE.	DATE WHEN PROCEEDINGS WERE COMMENCED.	DATE OF ADJUDICATION.	DECRETAL PART OF SENTENCE.	GROSS PROCEEDS.		PAYMENTS THEREOUT.		FEES TO COUNSEL.	FEES TO PROCTOR FOR THE CROWN.	BALANCE FOR DISTRIBUTION.	DATE WHEN NOTICE OF DISTRIBUTION WAS PUBLISHED IN GAZETTE.
NATURE OF HER CARGO (IF ANY).	UNDER WHAT COLOURS CAPTURED.	NAME OF SHIP.	COMMANDING OFFICER.						PARTICULARS.	AMOUNT.	PARTICULARS.	AMOUNT.				
one - -	Russian - - -	H.M.'s steam-ship Tribune -	The Honourable Swinfen Thomas Carnegie.	23 April 1854	As being Russian pro- perty.	20 May 1854	31 July 1854	Ship condemned as prize to Tribune - -	Deposit on Ship - - -	£. s. d. 300 - -	Marshal - - - - -	£. s. d. 114 19 5	- - - -	- - - -	- - - -	Preliminary notice, 20 July 1855.
								Balance of ditto - - -	750 - -		Queen's Proctor - - -	81 1 3	10 10 -	37 2 2	- - - -	
											Navy agents - - -	25 14 6			- - - -	
											Admiralty Court Fee Fund -	6 2 6			- - - -	
															- - - -	
										1,050 - -	- - - - -	227 17 8	- - - -	- - - -	822 2 4	
It - -	Russian - - -	H. M.'s ship-of-war Avon (tender to H. M.'s ship Impregnable).	Robert Boyle Miller, Lieu- tenant, R. N.	25 April 1854	- - ditto - - -	20 May 1854	4 Aug. 1854	Ship and cargo condemned as prize to Avon (tender to Impregnable).	Cargo - - - - -	262 4 6	Marshal - - - - -	171 10 1	8 8 -	35 3 2		
							5 June 1855	Pronounced the Avon to be entitled to share in the proceeds, but only as belonging to the Impregnable.	Ship - - - - -	1,625 - -	Queen's Proctor - - -	96 3 4				
											Admiralty Court Fee Fund -	10 2 6				
										1,887 4 6	Navy agents for Avon -	25 7 -				
											Ditto - ditto Impregnable	20 8 3				
											Queen's Proctor, further bill	48 2 4	11 11 -	29 8 8		
											Proctor for Impregnable -	54 17 6				
It - -	Russian - - -	H. M.'s ship-of-war Magi- cienne. H. M.'s ships, St. Jean D'Acre Cressy - - - - Blenheim - - - - Vulture - - - - and Archer - - - - &c.	Thomas Fisher, Esq. - - Hon. Henry Keppel. Richard Laird Warren, Esq. Hon. Fred. Thomas Pelham Fred. H. Hastings Glasse, Esq. Edmund Heathcote, Esq.	15 April 1854	- - ditto - - -	20 May 1854	30 June 1854	Ship and cargo condemned as prize to Ma- gicienne; save goods specified in affidavit of Anders Westenholz restored.	Deposit on cargo - - -	139 - -	Marshal - - - - -	179 6 4				
									Balance of ditto - - -	7 7 1	Admiralty Court Fee Fund -	6 12 6				
							8 Dec. 1854	H. M.'s ships St. Jean D'Acre, Cressy, Blen- heim, Vulture, and Archer, pronounced joint captors with the Magicienne.	Deposit on ship - - -	255 - -	Navy agents' fee, Magicienne	26 18 -				
									Balance of ditto - - -	765 - -	Ditto, ditto, supplemental account.	2 15 7				
										1,166 7 1	Queen's Proctor - - -	108 7 11	5 5 -	36 10 6		
							26 Feb. 1855	H. M.'s ships Caesar, Leopard, Duke of Wel- lington, Neptune, Edinburgh, Monarch, Boscawen, Royal George, Hogue, Impe- rieuse, Princess Royal, Euryalus, Arro- gant, Ajax, Conflict, Desperate, Driver, Valorous, Lightning, Gorgon, Dragon, Hecla, Cruizer, Porcupine, and Amphion, and the French Imperial ship-of-war Austerlitz, pronounced joint captors with the Magicienne, St. Jean D'Acre, Cressy, Blenheim, Vulture, and Archer.								
							4 April 1855	Directed the net proceeds of ship and cargo to be divided into 14,595 parts or shares; and apportioned 946 of such shares to His Im- perial Majesty the Emperor of the French.								
alt - -	Russian - - -	H. M.'s steam-ship Tribune -	The Honourable Swinfen Thomas Carnegie.	12 April 1854	- - ditto - - -	22 May 1854	29 June 1854	Ship and cargo condemned as prize to Tribune; save the private adventure of the master.	Deposit on cargo - - -	137 12 6	Marshal - - - - -	222 5 10	3 3 -	23 16 6		
									Balance of ditto - - -	160 12 6	Queen's Proctor - - -	54 19 5				
							30 June 1854	Said private adventure restored.	Deposit on brig - - -	382 10 -	Navy agents - - -	31 19 10				
									Balance of ditto - - -	1,147 10 -	Admiralty Court Fee Fund -	10 2 6				
										1,828 5 -						
olasses -	Russian - - -	H. M.'s revenue cruiser Eliza	Patrick O'Malley, Esq. -	6 May 1854	- - ditto - - -	23 May 1854	15 Aug. 1854	Ship and freight restored to Henry Sharpe.								
alt - -	Russian - - -	H. M.'s ship-of-war Conflict -	John Foote, Esq. - - -	17 April 1854	- - ditto - - -	24 May 1854	4 Aug. 1854	Ship condemned as prize to Conflict. (Master's private adventure restored, with consent of Her Majesty's Proctor).	Ship - - - - -	530 - -	Marshal - - - - -	107 10 1	10 10 -	51 4 11		
							4 Nov. 1854	Cargo condemned as prize to Conflict.	Cargo - - - - -	146 - 2	Queen's Proctor - - -	115 11 1				
										676 - 2	Admiralty Court Fee Fund -	4 2 6				
											Navy agent - - - - -	84 - 1				
one - -	Russian - - -	H. M.'s ship-of-war Conflict -	John Foote, Esq. - - -	17 April 1854	- - ditto - - -	24 May 1854	31 July 1854	Ship condemned as prize to the Conflict -	Ship - - - - -	2,060 - -	Marshal - - - - -	145 18 7	3 3 -	31 17 4		
											Queen's Proctor - - -	79 - 5				
											Ditto - - - - -	7 4 -				
											Admiralty Court Fee Fund -	14 2 6				
											Navy agent - - - - -	159 1 -				
It - -	Russian - - -	H. M.'s ship-of-war Conflict -	John Foote, Esq. - - -	17 April 1854	- - ditto - - -	24 May 1854	15 Aug. 1854	Brig and cargo condemned as prize to Conflict.	Cargo - - - - -	126 7 -	Marshal - - - - -	131 18 7	12 12 -	49 5 -		
									Ship - - - - -	1,760 - -	Queen's Proctor - - -	119 15 7				
										1,886 7 -	Admiralty Court Fee Fund -	10 2 6				
											Navy agent - - - - -	128 19 -				
t - -	Russian - - -	H. M.'s ship-of-war Conflict -	John Foote, Esq. - - -	16 April 1854	- - ditto - - -	24 May 1854	15 Aug. 1854	Barque and cargo condemned as prize to Conflict.	Cargo - - - - -	136 7 -	Marshal - - - - -	142 3 8	12 12 -	47 3 7		
									Ship - - - - -	1,760 - -	Queen's Proctor - - -	114 19 4				
											Admiralty Court Fee Fund -	10 2 6				
										1,896 7 -	Navy agents - - - - -	103 5 0				

RETURN RELATING TO VESSELS SEIZED OR CAPTURED UNDER THE RUSSIAN, NEUTRAL, ALLIED, OR BRITISH FLAGS, FROM 29 MARCH 1854 TO 8 AUGUST 1855.

RETURN RELATING TO VESSELS SEIZED OR CAPTURED UNDER THE RUSSIAN, NEUTRAL, ALLIED, OR BRITISH PRIZES.															
PRIZE.					CAPTOR.		DATE OF CAPTURE.	GROUNDS OF CAPTURE.	DATE WHEN PROCEEDINGS WERE COMMENCED.	DATE OF ADJUDICATION.	DECRETAL PART OF SENTENCE.	GROSS PROCEEDS.		PAYMENTS THEREON.	
NAME.	MASTER'S NAME.	TONNAGE.	NATURE OF HER CARGO (IF ANY).	UNDER WHAT COLOURS CAPTURED.	NAME OF SHIP.	COMMANDING OFFICER.						PARTICULARS.	AMOUNT.	PARTICULARS.	AMOUNT.
												£.	s.	d.	£.
28. Victor - - - - -	August Fabian Bergstrom -	90 tons -	None - -	Russian - - -	H. M.'s ship-of-war Euryalus And H. M.'s ships-of-war, Blenheim, Vulture, Hogue, Ajax, Boscawen, Dragon, and Neptune.	George Ramsay, Esq. - -	16 April 1854	As being Russian pro- perty.	29 May 1854	31 July 1854 16 Mar. 1855	Ship condemned as prize to Euryalus - - H.M.'s ships Blenheim, Vulture, Hogue, Ajax, Boscawen, Dragon, and Neptune pronounced to be joint captors with Eu- ryalus.	Deposit on ship - - - Balance of ditto - - -	100 - - 200 - - 300 - -	Marshal - - - - - Queen's Proctor - - - Navy agents - - - Admiralty Court Fee Fund - Queen's Proctor, further bill	99 45 25 2 32
29. Johanna - - - - -	Alexander Udström - -	- - -	Salt - -	- - - - -	H. M.'s steam-ship Bulldog -	William King Hall, Esq. -	- - - -	- - - - -	31 May 1854	16 June 1854	Ship and cargo restored, by the directions of the Lords Commissioners of the Admiralty, to Lars Erick Wallen and Frants Brenner, both of Helsingfors, merchants, the owners of ship and cargo.				
30. Emelie - - - - -	Gabriel Lonnberg - -	250 tons -	Salt - -	Russian - - -	H. M.'s steam-ship Bulldog -	William King Hall, Esq. -	5 May 1854	As being Russian pro- perty.	1 June 1854	4 Aug. 1854 4 Nov. 1854	Ship condemned as prize to Bulldog - - Cargo condemned as prize to Bulldog.	Deposit on cargo - - - Balance of ditto - - - Deposit on ship - - - Balance of ditto - - -	125 - - 163 15 - 150 - - 450 - - 888 15 -	Marshal - - - - - Queen's Proctor - - - Admiralty Court Fee Fund - Navy agents - - -	192 105 5 66 369
31. Primus - - - - -	Frederic Muller - -	326 tons -	Salt, and 2 bags of corks.	Russian - - -	H. M.'s ships Valorous - and Vulture - - -	Claude Henry Mason Buckle, Esq. Frederick Henry Hastings Glasse, Esq.	8 May 1854	- - ditto - - -	1 June 1854	21 July 1854	Ship condemned as prize to the Valorous and Vulture, and cargo of salt restored to Elias Charles Unonius, the claimant.	Ship - - - - - 2 bags of corks - - -	1,550 - - - 8 9 1,550 8 9	Marshal - - - - - Queen's Proctor - - - Navy agents for Valorous - Navy agents for Vulture - Admiralty Court Fee Fund -	141 110 45 21 8
32. Caroline, otherwise Carolina -	Louis Ehlers - -	110 lasts -	Salt - -	Russian - - -	H. M.'s ships Amphion - and Cruizer - - -	Astley Cooper Key, Esq. - Honourable George Douglas	28 April 1854	- - ditto - - -	7 June 1854	4 Aug. 1854	Ship and cargo condemned as prize to Am- phion and Cruizer.	Cargo - - - - - Ship - - - - -	345 7 9 1,110 - - 1,455 7 9	Marshal - - - - - Queen's Proctor - - - Admiralty Court Fee Fund - Navy agents for Amphion -	156 93 8 58 317
33. Die Gebruder - - - - -	Victor Alexander Lindholm	71 tons -	None - -	Russian - - -	H. M.'s ships Amphion and Cruizer - - -	Astley Cooper, Key, Esq. - Hon. George Henry Douglas	29 April 1854	- ditto - - -	9 June 1854	15 Aug. 1854	Schooner condemned as prize to Amphion and Cruizer.	Deposit on ship - - - Balance of ditto - - -	80 - - 240 - - 320 - -	Marshal - - - - - Queen's Proctor - - - Admiralty Court Fee Fund - Navy agents for Amphion -	67 74 2 51
34. Najaden - - - - -	Nils Gustaf Tornberg -	141 tons -	Coffee, sugar, and treacle.	Russian - - -	H. M.'s ship Odin - -	Francis Scott, Esq. - -	24 April 1854	- - ditto - - -	9 June 1854	15 Aug. 1854	Ship and cargo condemned as prize to Odin	Deposit on ship - - - Balance of ditto - - - Deposit on cargo - - - Balance of ditto - - - Iron caboose - - -	270 - - 810 - - 25 - - 27 3 10 1 12 8 1,133 16 6	Marshal - - - - - Queen's Proctor - - - Navy agent - - - - -	101 80 51
35. Ernst Merck - - - - -	Johan Carl Kruger - -	220 tons -	Wheat and hemp.	Mecklenburg - -	The Officers of Customs in the Port of Hull - - -	- - -	1 June 1854	For having simulated papers, and as being Russian property.	27 June 1854	4 July 1854	1,298 Quarters of wheat restored on payment of freight and expenses (with consent of Admiralty Proctor). Goods specified in claim of John Fleming restored on pay- ment of freight and expenses (with consent).	Ship - - - - - Freight - - - - - Ditto - - - - - Ditto - - - - -	2,300 - - 177 2 6 33 - 2 76 10 5 2,486 13 1	Admiralty Proctor - - - Marshal - - - - -	166 146
36. Æolus - - - - -	Ludwig Schildwach - -	2 tons -	Rags - -	Danish - - -	The Officers of Customs in the Port of Leith - - -	- - -	About 1 June 1854.	- - ditto - - -	19 June 1854	23 Aug. 1854	Restored 40 bales of rags to Hugh Somerville; 109 bales of rags to Alexander Annandale, and 78 bales of rags to Edward Collins, on payment of freight and expenses.	Freight - - -	25 10 5		
										10 Oct. 1854	Restored 6 bales and loose sacking rags, marked R C \$ 1/6 5; 13 bales of mixed woollen rags, marked X=1/13 W; and 7 bags of mixed woollen rags, marked H=1/7 W, on payment of freight and expenses to David Craig.				
37. Amalie - - - - -	J. P. Alrøe - -	300 tons -	Coals and her- rings.	Danish - - -	The Officers of H. M.'s Customs in the Port of Leith - -	- - -	30 May 1854	- - ditto - - -	19 June 1854	22 Nov. 1854 6 Aug. 1855	Condemned ship and freight as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty. Cargo restored to Jacob Christianson, reserv- ing the question as to costs and damages. Condemned ship and freight as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty.				

			CAPTOR.		DATE OF CAPTURE.	GROUNDS OF CAPTURE.	DATE WHEN PROCEEDINGS WERE COMMENCED.	DATE OF ADJUDICATION.	DECRETAL PART OF SENTENCE.	GROSS PROCEEDS.		PAYMENTS THEREOUT.		FEES TO COUNSEL.	FEES TO PROCTOR FOR THE CROWN.	BALANCE FOR DISTRIBUTION.	DATE WHEN NOTICE OF DISTRIBUTION WAS PUBLISHED IN GAZETTE.
NATURE OF HER CARGO (IF ANY).	UNDER WHAT COLOURS CAPTURED.	NAME OF SHIP.	COMMANDING OFFICER.	PARTICULARS.						AMOUNT.	PARTICULARS.	AMOUNT.					
- Linseed - -	- Danish - - -	The Officers of Customs in the Port of Leith - - -	- - -	About 7 June 1854.	For having simulated papers, and as being Russian property.	19 June 1854	6 Aug. 1855	Condemned ship and freight as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty.		£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.		
- Wheat - - -	- Mecklenburg - - -	H. M.'s ship-of-war Alban -	Henry Charles Otter, Esq. -	1 June 1854 -	For breach of blockade of Cronstadt.	3 July 1854 -	19 Aug. 1854	Ship and cargo restored by the High Court of Admiralty, but without costs and damages, to Theodor Heinrich Gustav Schacht.									
							29 Mar. 1855	Cause appealed, and costs and damages awarded to the claimant, by the Judicial Committee of the Privy Council.									
- None - - -	- Danish - - -	The Officers of Her Majesty's Customs in the West India Docks.	- - -	16 June 1854	For having simulated papers, and as being Russian property.	7 July 1854 -	6 Aug. 1855 -	Condemned ship as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty.									
- None - - -	- Russian - - -	H. M.'s ships-of-war Amphion and Conflict - - -	Astley Cooper Key, Esq. - Arthur Cumming, Esq.	17 May 1854	As being Russian property.	29 May 1854	15 Aug. 1854	Ship condemned as prize to the Amphion and Conflict.	Ships Polka - - - Louisa - - - Livonia - - - Louise Annalie - - - Johan Carl - - - Alexander - - - Anna Catarina - - - Name unknown - - -	- - - - - - - - - 2,459 - - - - - - - - - - - - - - -	H. M.'s Proctor (Polka) - - - ditto, (Louisa) - - - ditto, (Livonia) - - - ditto, (Louise Annalie) - - - ditto, (Johan Carl) - - - ditto, (Alexander) - - - ditto, (Anna Catarina) - - - ditto, (name unknown) - - Navy agents for Amphion - Admiralty Court Fee Fund - Navy agents for Amphion, further account.	43 13 8 24 17 7 24 17 7 24 17 7 24 17 7 24 17 7 24 17 7 24 17 7 15 - 6 13 2 6 3 1 6	5 5 - 3 3 - 3 3 - 3 3 - 3 3 - 3 3 - 3 3 - 3 3 - 3 3 -	20 14 10 10 3 - 10 3 - 10 3 - 10 3 - 10 3 - 10 3 - 10 3 - 10 3 -			
- None - - -	- Russian - - -	- ditto - ditto - - -	- ditto - ditto - - -	17 May 1854	- - ditto - - -	29 May 1854	15 Aug. 1854	Ship condemned as prize to the Amphion and Conflict.	(See above).								
- None - - -	- Russian - - -	- ditto - ditto - - -	- ditto - ditto - - -	17 May 1854	- - ditto - - -	29 May 1854	15 Aug. 1854	- ditto - - ditto - - -	See Polka and others, No. 41.								
- None - - -	- Russian - - -	- ditto - ditto - - -	- ditto - ditto - - -	17 May 1854	- - ditto - - -	29 May 1854	15 Aug. 1854	- ditto - - ditto - - -	- - ditto.								
- None - - -	- Russian - - -	- ditto - ditto - - -	- ditto - ditto - - -	17 May 1854	- - ditto - - -	29 May 1854	15 Aug. 1854	- ditto - - ditto - - -	- - ditto.								
- None - - -	- Russian - - -	- ditto - ditto - - -	- ditto - ditto - - -	17 May 1854	- - ditto - - -	29 May 1854	15 Aug. 1854	- ditto - - ditto - - -	- - ditto.								
- None - - -	- Russian - - -	- ditto - ditto - - -	- ditto - ditto - - -	17 May 1854	- - ditto - - -	29 May 1854	15 Aug. 1854	- ditto - - ditto - - -	- - ditto.								
- None - - -	- Russian - - -	- ditto - ditto - - -	- ditto - ditto - - -	17 May 1854	- - ditto - - -	29 May 1854	15 Aug. 1854	- ditto - - ditto - - -	- - ditto.								
- Wine and salt -	- Danish - - -	H. M.'s ship Cruiser - - -	Honourable George Henry Douglas.	22 May 1854	For breach of blockade of Riga.	13 July 1854	27 Jan. 1855	Ship and freight condemned as prize to Cruiser.	Ship - - - Cargo - - -	- - - - - -	1,050 - - 2,046 16 11	Marshal - - -	453 11 8				
							7 Mar. 1855	Cargo condemned as prize to Cruiser. Appealed.			3,096 16 11						
- Bricks, tea, and raisins.	- Danish - - -	H. M.'s ship Cruiser - - -	Honourable George Henry Douglas.	21 May 1854	- - ditto - - -	13 July 1854	3 Feb. 1855	Ship and cargo condemned as prize to Cruiser. Appealed.	Ship - - - Cargo - - -	- - - - - -	1,290 - - 41 17 7	Marshal - - -	190 - -				
											1,331 17 7						
- Hemp and rye -	- Norwegian - - -	H. M.'s ships-of-war Archer	Edmund Heathcote, Esq. -	1 June 1854	- - ditto - - -	13 July 1854	3 Feb. 1855	Ship and cargo condemned as prize to Archer and Amphion.	Ship - - - Cargo - - -	- - - - - -	620 - - 2,108 18 11	Marshal - - -	339 15 1				
		Amphion and Conflict.	Astley Cooper Key, Esq. -	- - -	- - -	- - -	29 Mar. 1855	H. M.'s ship Conflict pronounced to be joint captor with Archer and Amphion. Appealed.			2,728 18 11						
- Rye and hemp -	- Norwegian - - -	H. M.'s ship Archer - - -	Edmund Heathcote, Esq. -	25 May 1854	- - ditto - - -	13 July 1854	3 Feb. 1855	Ship and cargo condemned as prize to Archer. Appealed.	Ship - - - Cargo - - -	- - - - - -	650 - - 1,066 12 8	Marshal - - -	304 5 10				
											1,716 12 8						
- Salt - - -	- Russian - - -	H. M.'s ships Arrogant and Hecla - - -	Hastings Reginald Yelverton, Esq. William Hutchinson Hall, Esq.	20 May 1854	As being Russian property.	13 July 1854	15 Aug. 1854	Ship and cargo condemned as prize to the Arrogant and Hecla.	Deposit on cargo - - - Balance of ditto - - - Deposit on ship - - - Balance of ditto - - -	- - - - - - - - - - - -	187 10 - 207 13 - 480 - - 1,440 - -	Marshal - - - Queen's Proctor - - - Navy agents for Arrogant - - - Navy agents for Hecla - - - Admiralty Court Fee Fund -	251 9 9 34 4 5 118 2 8 17 19 4 12 12 6	4 4 - - - - - - - - - -	15 13 6 - - - - - - - - -	Preliminary notice, 9 March 1855. Notice of distribution, 15 May 1855.	
											2,315 3 -		434 8 8			1,880 14 4	

PRIZE.					CAPTOR.		DATE OF CAPTURE.	GROUNDS OF CAPTURE.	DATE WHEN PROCEEDINGS WERE COMMENCED.	DATE OF ADJUDICATION.	DECRETAL PART OF SENTENCE.	GROSS PROCEEDS.		PAYMENTS THEREON.
NAME.	MASTER'S NAME.	TONNAGE.	NATURE OF HER CARGO (IF ANY).	UNDER WHAT COLOURS CAPTURED.	NAME OF SHIP.	COMMANDING OFFICER.						PARTICULARS.	AMOUNT.	PARTICULARS.
54. Jeanne Marie - - -	Jan Lammarts Cornelis Kolle	120 tons -	Hemp and hemp seed.	Dutch - - - -	H. M.'s ship Archer - -	Edmund Heathcote, Esq. -	30 May 1854	For breach of blockade of Riga.	13 July 1854	8 Feb. 1855	Ship and freight condemned as prize to Archer. Cargo restored on payment of freight and expenses. Appealed.	Ship - - - -	£. s. d. 610 - -	Marshal - - - -
55. Soglasie - - - -	J. Fischer - - - -	130 tons -	Wheat - -	Danish - - - -	The Officers of Her Majesty's Customs at the Port of Leith -		22 June 1854	For carrying simulated papers, and as being Russian property.	5 July 1854	29 Dec. 1854	Ship and cargo condemned as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty.	Ship - - - - Cargo - - - -	1,450 - - 2,248 3 8 3,698 3 8	Marshal - - - - Admiralty Proctor - -
56. Ocean Bride - - - -	- - - - -	151 tons -	Tar and pitch -	British - - - -	The Officers of Her Majesty's Customs at the Port of Leith -		10 or 11 July 1854.	For having simulated papers, and as being Russian property.	12 July 1854	29 July 1854 13 Oct. 1854	Cargo restored (with consent of Admiralty Proctor) on payment of freight and expenses to John Kay Wishart. Ship and freight restored on payment of expenses to James Clark.			
57. Johann Christoph - - -	Johann Gottlieb Boliss -	412 tons -	Timber - -	Danish - - - -	The Officers of Her Majesty's Customs in the Port of Grimsby		18 June 1854	- - ditto - - -	17 July 1854	13 Oct. 1854	Ship condemned as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty.	Ship - - - -	3,100 - -	Marshal - - - - Admiralty Proctor - -
58. De Vrouw Alida - - -	H. T. Lever - - - -	110 tons -	Timber, hemp, and staves.	Dutch - - - -	H. M.'s ship-of-war Archer -	Edmund Heathcote, Esq. -	25 May 1854	For breach of blockade of Riga.	18 July 1854	3 Feb. 1855	Ship condemned as prize to Archer - - Cargo restored to George Scheack on payment of freight and expenses.	Ship - - - -	370 - -	Marshal - - - -
59. Steen Bille - - - -	Peter Hansen Beck - -	107 tons -	Coal and coal tar.	Danish - - - -	H. M.'s ship-of-war Conflict	Arthur Cumming, Esq. -	25 May 1854	- - ditto - - -	18 July 1854	3 Feb. 1855	Ship and cargo condemned as prize to Conflict	Ship - - - - Cargo - - - -	620 - - 76 8 5 696 8 5	Admiralty Court Fee Fund - Marshal - - - -
60. Annechina Jantina - -	Simon G. Oostra - - -	99 Dutch tons.	Rye - -	Dutch - - - -	H. M.'s ship-of-war Archer -	Edmund Heathcote, Esq. -	23 May 1854	- - ditto - - -	18 July 1854	3 Feb. 1855	Ship and freight condemned as prize to Archer. Cargo restored on payment of freight and expenses. 16 Mar. 1855 Pronounced no freight to be due, and decreed the sum of 300 <i>l.</i> heretofore brought in on account of freight to be paid out to Henry Wm. Segeleke, the claimant.	Freight on account Ship - - - -	300 - - 530 - -	Freight repaid to Henry William Segeleke. Marshal - - - - Admiralty Court Fee Fund -
61. Christine - - - -	- - - Schwartz - - - -	100 tons -	None - -	Lubeck - - - -	The Officers of H. M.'s Customs at Liverpool - - -		11 Aug. 1854.	For carrying simulated papers, and as being Russian property.	24 Aug. 1854	18 Oct. 1854	Ship condemned as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty.	Ship - - - -	800 - -	Marshal - - - - Admiralty Proctor - -
62. Rapid - - - -	- - - Hansen - - - -	124 tons -	Linseed and mats.	Danish - - - -	The Officers of H.M.'s Customs at the Port of Hull -		28 Aug. 1854	- - ditto - - -	6 Sept. 1854	10 Oct. 1854 18 Oct. 1854	Cargo restored on payment of freight and expenses (with consent of Admiralty Proctor) to Alexander Schlusser. Ship and freight condemned as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty.	Ship - - - - Freight - - - -	1,110 - - 647 18 9 1,757 18 9	Marshal - - - - Admiralty Proctor - -
63. Minima - - - -	H. Von W. Poelman - -	21 Dutch tons.	Cheese, gin, tobacco and cigars.	Dutch - - - -	H. M.'s ship Archer - -	Edmund Heathcote, Esq. -	3 Sept. 1854	For breach of blockade of Riga.	16 Sept. 1854	16 Mar. 1855	Ship and cargo condemned as prize to Archer	Ship - - - - Cargo - - - -	42 10 6 158 15 2 201 5 8	Admiralty Court Fee Fund -
64. Problem - - - -	Jonas Brobech - - - -	67 tons -	Rye and mats for dunnage.	Swedish - - - -	H. M.'s ship Cruizer - -	Hon. George Henry Douglas	21 June 1854	- - ditto - - -	9 Sept. 1854	22 Mar. 1855	Ship and cargo condemned as prize to Cruizer Appealed.	Ship - - - - Cargo - - - -	300 - - 946 18 10 1,246 18 10	Marshal - - - -
65. Goth - - - -	- - - - -	350 tons -	- - -	Moldavian - - - -	H. M.'s revenue cruiser Lively.	Lieutenant Robert John St. Aubin.	8 or 9 Sept. 1854.	As being Russian property.	22 Sept. 1854	1 Nov. 1854	Ship and cargo restored, with consent of Admiralty Proctor, on payment of expenses to John Swan.			
66. Furst Bischoff Albrecht -	- - - Uanson - - - -	77½ lasts -	None - -	Danish - - - -	The Officers of Her Majesty's Customs at Dundee, in North Britain.		25, 26, or 27 July 1854.	For having simulated papers, and as being Russian property.	18 Sept. 1854	4 Nov. 1854	Ship and freight condemned as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty.	Ship - - - - Freight - - - -	920 - - 254 1 9 1,174 1 9	Marshal - - - - Admiralty Proctor - -

RETURN RELATING TO VESSELS SEIZED OR CAPTURED UNDER THE RUSSIAN, NEUTRAL, ALLIED, OR BRITISH FLAGS, FROM 29 MARCH 1854 TO 8 AUGUST 1855.

NATURE OF CARGO (IF ANY).	UNDER WHAT COLOURS CAPTURED.	CAPTOR.		DATE OF CAPTURE.	GROUNDS OF CAPTURE.	DATE WHEN PROCEEDINGS WERE COMMENCED.	DATE OF ADJUDICATION.	DECRETAL PART OF SENTENCE.	GROSS PROCEEDS.		PAYMENTS THEREOUT.		FEES TO COUNSEL.	FEES TO PROCTOR FOR THE CROWN.	BALANCE FOR DISTRIBUTION.	DATE WHEN NOTICE OF DISTRIBUTION WAS PUBLISHED IN GAZETTE.
		NAME OF SHIP.	COMMANDING OFFICER.						PARTICULARS.	AMOUNT.	PARTICULARS.	AMOUNT.				
ons -	Salt fish -	Russian -	H. M.'s ship Miranda -	Edward Mowbray Lyons, Esq.	28 Aug. 1854	As being Russian property.	6 Oct. 1854	4 Nov. 1854	Ship and cargo condemned as prize to Miranda.	Ship - - - - Cargo - - - -	£. s. d. 440 - - 21 10 4	Marshal - - - - Queen's Proctor - - - - Admiralty Court Fee Fund - Navy agents - - - -	£. s. d. 62 11 5 44 2 1 3 2 6 84 6 -	£. s. d. 3 3 -	£. s. d. 20 1 4	
										461 10 4						
ons -	None -	Dutch -	H. M.'s ships Cruiser and Conflict -	Hon. George Henry Douglas Arthur Cumming, Esq.	18 June 1854	For breach of blockade of Riga.	6 Oct. 1854	16 Mar. 1855 28 April 1855	Ship condemned as prize to Cruiser - Pronounced H. M.'s ship Conflict to be joint captor with the Cruiser.	Ship - - - -	540 - -	Marshal - - - - Admiralty Court Fee Fund - Queen's Proctor - - - -	£. s. d. 103 9 4 3 12 6 97 11 1	13 13 -	40 7 2	
ons -	None -	Hanoverian -	H. M.'s ship Conflict -	Arthur Cumming, Esq.	2 July 1854	For breach of blockade of Courland.	6 Oct. 1854	12 Mar. 1855	Ship restored on payment of expenses to Theodor Scklutow.							
pouds	Salt fish -	Russian -	H. M.'s ship Miranda -	Edward M. Lyons, Esq.	About 30th Aug. 1854.	As being Russian property.	10 Oct. 1854	4 Nov. 1854	Ship and cargo condemned as prize to Miranda.	Ship - - - - Cargo - - - -	790 - - 29 4 6	Marshal - - - - Queen's Proctor - - - - Admiralty Court Fee Fund - Navy agents - - - -	£. s. d. 85 7 2 61 12 11 4 12 6 102 4 11	3 3 -	24 15 10	
										819 4 6						
-	None -	Russian -	H. M.'s ship Conflict -	Arthur Cumming, Esq.	About 23d June 1854.	- ditto -	23 Aug. 1854	6 Oct. 1854	Ship condemned as prize to Conflict -	Net proceeds - -	49 18 -	Admiralty Court Fee Fund - Queen's Proctor (Concordia) - Ditto (name unknown) - Ditto - (ditto) -	- 17 6 19 10 10 14 4 1 14 4 1	1 1 - 1 1 - 1 1 -	7 18 4 5 - - 5 - -	
-	None -	Russian -	H. M.'s ship Conflict -	Arthur Cumming, Esq.	About 23d June 1854.	- ditto -	23 Aug. 1854	6 Oct. 1854	Ship condemned as prize to Conflict -							
-	None -	Russian -	H. M.'s ship Conflict -	Arthur Cumming, Esq.	About 23d June 1854.	- ditto -	23 Aug. 1854	6 Oct. 1854	Ship condemned as prize to Conflict -							
ns -	Guano -	British -	The Officers of H. M.'s Customs in the Port of Leith -		26 Sept. 1854	For having simulated papers, and as being Russian property.	11 Oct. 1854	4 Dec. 1854	Cargo restored (with consent of Admiralty Proctor) on payment of freight and expenses to Joseph Edmund Robinson.	Freight - - - - Ship - - - - Freight - - - -	500 - - 2,494 13 6 435 18 5	Marshal - - - - Admiralty Proctor - - - -	£. s. d. 151 9 2 137 10 10			
								6 Dec. 1854	Ship and freight condemned as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty, and Messrs. Bahr, Behrend, & Co. condemned in the costs consequent on their claim.		3,430 11 11					
ns -	None -	Hanoverian -	The Officers of H. M.'s Customs in the Port of Leith.		11 Oct. 1854	- ditto -	11 Oct. 1854	17 Nov. 1854	Ship and freight restored (with consent of Admiralty Proctor) to Sander Sanders.							
ns -	Tar and mats -	Danish -	The Officers of Her Majesty's Customs in the Port of Leith -		11 Oct. 1854	The breach of blockade of Archangel.	11 Oct. 1854	22 Nov. 1854 25 Nov. 1854	Ship restored, with costs and damages, to Jacob Christianson. Cargo restored, with costs and damages, to Robert Mackay Smith.							
pouds	Rye meal and barley groats.	Russian -	H. M.'s ships Miranda and Eurydice -	Edmund M. Lyons, Esq. Erasmus Ommanney, Esq.	June 1854	As being Russian property.	20 Oct. 1854	22 Nov. 1854	Ship and cargo condemned as prize to Miranda and Eurydice.	Deposit on cargo - Balance of ditto - Ship - - - -	450 - - 902 8 8 670 - -	Marshal - - - - Admiralty Court Fee Fund - Queen's Proctor - - - - Navy agent for Miranda - Ditto - for Eurydice -	£. s. d. 256 4 1 11 2 6 50 13 2 37 4 6 130 2 10	3 3 -	20 16 1	
										2,022 8 8						
-	None -	Swedish -	H. M.'s ship Cruiser -	The Honourable Geo. Henry Douglas.	8 July 1854	The breach of blockade of Riga.	27 Oct. 1854	22 Mar. 1855	Ship condemned as prize to Cruiser - Appealed.	Ship - - - -	280 - -	Marshal - - - -	£. s. d. 86 18 10			
-	Coal -	Danish -	H. M.'s ship Archer -	Edmund Heathcote, Esq.	4 June 1854	The breach of blockade of Courland.	28 Oct. 1854	2 April 1855	Ship and cargo condemned as prize to Archer	Ship - - - - Cargo - - - -	720 - - 72 7 6	Marshal - - - -	£. s. d. 124 11 1			
										792 7 6						
-	Wheat -	Danish -	H. M.'s ship Archer -	Edmund Heathcote, Esq.	7 June 1854	- ditto -	28 Oct. 1854	12 Mar. 1855	Ship and cargo condemned as prize to Archer	Part of cargo - Ship - - - - Remainder of cargo -	244 4 5 260 - - 421 19 6	Admiralty Court Fee Fund - Marshal - - - -	£. s. d. 5 12 6 139 10 11			
										926 3 11						

RETURN RELATING TO VESSELS SEIZED OR CAPTURED UNDER THE RUSSIAN, NEUTRAL, ALLIED, OR BRITISH FLAGS, FROM 29 MARCH 1854 TO 8 AUGUST 1855.

PRIZE.					CAPTOR.		DATE OF CAPTURE.	GROUNDS OF CAPTURE.	DATE WHEN PROCEEDINGS WERE COMMENCED.	DATE OF ADJUDICATION.	DECRETAL PART OF SENTENCE.	GROSS PROCEEDS.		PAYMENTS THERE	
NAME.	MASTER'S NAME.	TONNAGE.	NATURE OF HER CARGO (IF ANY).	UNDER WHAT COLOURS CAPTURED.	NAME OF SHIP.	COMMANDING OFFICER.						PARTICULARS.	AMOUNT.	PARTICULARS.	
81. Fortuna - - - -	H. C. Thomsen - - -	16½ lasts -	Rye - - -	Danish - - - -	H. M.'s ship Archer - -	Edmund Heathcote, Esq. -	3 June 1854	The breach of blockade of Riga.	2 Nov. 1854	12 Mar. 1855	Ship and cargo condemned as prize to Archer. Appealed.	Ship - - - - Part of cargo - - -	£. s. d. 130 - - 291 15 8 421 15 8	Marshal - - - -	
82. Themis - - - -	Knutz Lorentzen - - -	75 tons -	None - - -	Danish - - - -	H. M.'s ship Cruiser - -	Honourable George Henry Douglas.	25 June 1854	- - ditto - - -	6 Nov. 1854	16 Mar. 1855	Ship condemned as prize to Cruiser - -	Ship - - - -	490 - -	Marshal - - - - Admiralty Court Fee Fund - - Queen's Proctor - - -	
83. Leucade - - - -	S. Arronis - - - -	140 tons -	Olive oil -	Ionian - - -	H. M.'s ship Firebrand -	Hyde Parker, Esq. - -	14 May 1854	For trading with the enemy.	7 Nov. 1854	19 May 1855	Ship and cargo restored to Alexander Stamatopoulos, the claimant, but without costs and damages; but appealed.				
										25 July 1855	Judgment affirmed, with costs, by the Privy Council.				
84. Rapida - - - -	P. Bockleman - - - -	399 tons -	Tallow and bones	Monte Videan - - -	The Officers of Her Majesty's Customs in the Port of Liverpool.		2 Nov. 1854	For having simulated papers, and as being Russian property.	14 Nov. 1854	24 Nov. 1854	Goods specified in claim of Alexander Ross Lafone restored, with consent of Admiralty Proctor, on payment of freight and expenses to him.	Freight - - - - Ship - - - - Dock dues, &c. charged by Marshal, but since paid by purchaser.	767 17 8 1,331 19 6 11 16 11 2,111 14 1	Marshal - - - - Admiralty Proctor - - -	
										31 Jan. 1855	Ship and freight, and unclaimed part of cargo condemned as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty.				
85. Kotka - - - -	A. L. Bergstrom - - -	493 tons -	General cargo from Calcutta.	Hamburgh - - -	The Officers of Her Majesty's Customs in the Port of London		3 Nov. 1854	- - ditto - - -	15 Nov. 1854	2 Dec. 1854	Restored goods specified in claim of Augustus Waltenback (with consent of Admiralty Proctor), on payment of freight and expenses to him.	Freight - - - - Ditto - - - - Ship - - - -	3,158 8 4 100 - - 3,570 - - 6,828 8 4	Marshal - - - - Admiralty Proctor - - -	
										19 Dec. 1854	Restored goods specified in claim of Daniel Backhouse Syers (with consent), on payment of freight and expenses.				
										13 Jan. 1855	Ship and freight condemned as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty.				
86. Ceres - - - -	A. Christiansen - - -	310 tons -	Deals - - -	Danish - - - -	The Officers of Her Majesty's Customs in the Port of Hull -		2 Nov. 1854	- - ditto - - -	20 Nov. 1854	6 Aug. 1855	Ship and freight condemned as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty.				
87. Pandia - - - -	- - - - -	455 tons, Tuscan measurement.	Linseed - - -	Tuscan - - - -	The Officers of Her Majesty's Customs in the Port of Hull -		23 Nov. 1854	- - ditto - - -	24 Nov. 1854	10 Jan. 1855	Cargo restored, with consent of Admiralty Proctor, to Richard Hill.				
										10 Jan. 1855	Ship and freight restored (with consent of Admiralty Proctor) to Michael Emmanuel Rodocanachi.				
88. Aghos Joannes o Prodromos -	Theofani Vokos - - -	385 tons -	Russian troops and military stores.	Greek - - - -	H. M.'s ship Highflyer -	John Moore, Esq. - -	10 May 1854	For carrying contraband of war.	11 Dec. 1854	7 Mar. 1855	Condemned ship and cargo, and the arms, ammunition and stores of war laden therein, as prize to Highflyer.				
89. Klissova - - - -	Carvonis - - - -	186 tons -	Russian troops and military stores.	Greek - - - -	H. M.'s ship Retribution; H.M.'s ships Highflyer, Sampson and Agamemnon, and French Imperial ships Charlemagne and Mogador.	Honourable James Robert Drummond.	10 May 1854	- - ditto - - -	11 Dec. 1854	10 Mar. 1855	Ship and cargo condemned as prize to Retribution.				
										3 Aug. 1855	H.M.'s ships Highflyer, Sampson and Agamemnon, and the French Imperial ships Charlemagne and Mogador pronounced joint captors with the Retribution. Net proceeds of prize directed to be divided into 2,755 parts or shares, and 1,148 of such shares apportioned to His Imperial Majesty the Emperor of the French.				
90. San Spiridione - - - -	Caralambo Metaxa - - -	100 tons -	Oil and salt -	Ionian - - - -	H. M.'s ships Sidon - - and Fury - - - -	George Goldsmith, Esq. - Edward Tatham, Esq.	About 10 May 1854.	For trading with the enemy, and for having simulated papers.	11 Dec. 1854	- - - -	- - - -	Part of cargo - - -	35 2 5		
91. Ariel - - - -	O. J. Jensen - - - -	355 tons -	Deal ends and lathwood.	Danish - - - -	The Officers of Her Majesty's Customs at Belfast - -		25 Nov. 1854	For having simulated papers, and as being Russian property.	5 Dec. 1854	12 Jan. 1855	Cargo restored, with consent of Admiralty Proctor, on payment of freight to John Dunn, reserving the question as to expenses.	Freight - - - -	205 5 6		
										6 Aug. 1855	Ship and freight condemned as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty.				

E.	NATURE OF HER CARGO (IF ANY).		UNDER WHAT COLOURS CAPTURED.		CAPTOR.		DATE OF CAPTURE.	GROUNDS OF CAPTURE.	DATE WHEN PROCEEDINGS WERE COMMENCED.	DATE OF ADJUDICATION.	DECRETAL PART OF SENTENCE.	GROSS PROCEEDS.		PAYMENTS THEREOUT.		FEES TO COUNSEL.	FEES TO PROCTOR FOR THE CROWN.	BALANCE FOR DISTRIBUTION.	DATE WHEN NOTICE OF DISTRIBUTION WAS PUBLISHED IN GAZETTE.
					NAME OF SHIP.	COMMANDING OFFICER.						PARTICULARS.	AMOUNT.	PARTICULARS.	AMOUNT.				
													£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.	
	Coal	-	Danish	- - -	Edward Catchpole, an officer of Her Majesty's Customs for the Port of Hull.		11 Dec. 1854	For having simulated papers, and as being Russian property.	18 Dec. 1854	16 June 1855	Restored 197 tons of coal laden on board the ship, to Charles Harrison Page and Laurence Christian Ohlsen.								
										6 Aug. 1855	Ship condemned as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty.								
	Salt	-	Russian	- - -	H. M.'s ship Firebrand	Hyde Parker, Esq.	24 April 1854	As being Russian property.	18 Jan. 1855	4 May 1855	Ship and cargo condemned as prize to Firebrand.	Ship and cargo	405 16 5	Queen's Proctor - - - Admiralty Court Fee Fund -	28 5 4 3 2 6	1 1 -	12 2 8		
	None	-	Russian	- - -	H. M.'s ships Niger and Retribution - - - And French Imperial ship-of-war Descartes.	Leopold George Heath, Esq. Honourable James Robert Drummond.	Between 13 and 16 Apr. 1854.	- ditto - - -	18 Jan. 1855	4 May 1855	Ship condemned as prize to Niger, Retribution, and Descartes.	Sfiatoi Constantine and five others, Nos. 95, 96, 97, 98, and 100.	592 18 6						
										19 May 1855	Directed the net proceeds to be divided into 760 parts or shares, and apportioned 289 of such shares to his Imperial Majesty the Emperor of the French.								
	None	-	Russian	- - -	- ditto - - -	- ditto - - -	- ditto -	- ditto - - -	18 Jan. 1855	- ditto -	Same as preceding - - -	See No. 94.							
	None	-	Russian	- - -	- ditto - - -	- ditto - - -	- ditto -	- ditto - - -	11 Apr. 1855	- ditto -	Same as preceding - - -	- ditto.							
	None	-	Russian	- - -	- ditto - - -	- ditto - - -	- ditto -	- ditto - - -	11 Apr. 1855	- ditto -	Same as preceding - - -	- ditto.							
	Oatmeal	-	Russian	- - -	- ditto - - -	- ditto - - -	14 April 1854	- ditto - - -	11 April 1855	- ditto -	Same as preceding - - -	- ditto.							
	Oatmeal	-	Russian	- - -	- ditto - - -	- ditto - - -	- ditto -	- ditto - - -	11 April 1855	- ditto -	Same as preceding.								
	Coal	-	Russian	- - -	- ditto - - -	- ditto - - -	Between 13 & 16 Apr. 1854	- ditto - - -	11 April 1855	- ditto -	Same as preceding - - -	- ditto.							
	Coal	-	Russian	- - -	- ditto - - -	- ditto - - -	- ditto -	- ditto - - -	11 April 1855	- ditto -	Same as preceding.								
	Coal	-	Russian	- - -	- ditto - - -	- ditto - - -	- ditto -	- ditto - - -	11 April 1855	- ditto -	Same as preceding.								
	Linseed	-	Russian	- - -	- ditto - - -	- ditto - - -	- ditto -	- ditto - - -	11 April 1855	- ditto -	Same as preceding.								
	-	-	Russian	- - -	H. M.'s steam-vessel Cuckoo	Lieutenant Augustus George Ernest Murray.	27 June 1854	- ditto - - -	13 Jan. 1855	13 Jan. 1855	Pronounced ship to have been taken and destroyed by the Cuckoo, and to have been an armed ship, or vessel of war belonging to enemies, and that there were 60 persons on board thereof.	Bounty money	300 - -	Queen's Proctor - - - Navy agents - - - Admiralty Court Fee Fund -	17 9 10 16 1 - 2 2 6	2 2 -	11 17 4	- - -	Preliminary notice, 8 May 1855. Notice of distribution, 17 July 1855.
													300 - -	- - - - -	36 3 4	- - -	- - -	263 16 8	
	None	-	Tuscan	- - -	The Officers of H. M.'s Customs in the Port of Hull		10 Jan. 1855	- ditto - - -	17 Jan. 1855	12 May 1855	Ship condemned as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty.	Ship	1,960 - -	Marshal - - - Admiralty Proctor - -	120 1 4 142 9 1	25 4 -	46 4 8		
74	Linseed, tallow, hemp, &c.	-	Hamburgh	- - -	The Officers of H. M.'s Customs in the Port of London		6 Feb. 1855	- ditto - - -	12 Feb. 1855	30 Mar. 1855	Restored nine lasts of linseed, and 20 new mats for dunnage (with consent of Admiralty Proctor), on payment of freight and expenses.	Freight Ship Part of cargo	312 11 4 800 - - 215 6 7	Marshal - - - Admiralty Proctor - -	144 9 2 113 2 7	13 13 -	45 13 -		
										2 April 1855	Ship and freight condemned as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty.								
											318 casks of tallow and three cases of cigarettes restored on payment of freight and expenses.								
											60 bales of hemp and 60 mats for dunnage restored on payment of freight and expenses.								
										26 April 1855	Condemned 21 bales of hemp, and 30 mats for dunnage, as prize, and as droits and perquisites of Her Majesty in Her Office of Admiralty.								
	None	-	Russian	- - -	H. M.'s ship Dragon	James Wilcox, Esq.	21 May 1854	- ditto - - -	17 Feb. 1855.	16 Mar. 1855	Ship condemned as prize to Dragon	Ship	1,210 - -	Queen's Proctor - - -	35 6 4	4 4 -	16 17 10		
					H. M.'s ships Magicienne And Imperieuse.	Thomas Fisher, Esq.				12 May 1855	H. M.'s ships Magicienne and Imperieuse pronounced to be joint captors with Dragon.								

PRIZE.					CAPTOR.		DATE OF CAPTURE.	GROUNDS OF CAPTURE.	DATE WHEN PROCEEDINGS WERE COMMENCED.	DATE OF ADJUDICATION.	DECRETAL PART OF SENTENCE.	GROSS PROCEEDS.		PAYMENTS THEREON.	
NAME.	MASTER'S NAME.	TONNAGE.	NATURE OF HER CARGO (IF ANY).	UNDER WHAT COLOURS CAPTURED.	NAME OF SHIP.	COMMANDING OFFICER.						PARTICULARS.	AMOUNT.	PARTICULARS.	AMOUNT.
108. Name unknown - - -	- - - - -	- - -	None - -	Russian - - -	H. M.'s steam ship Furious - and Imperial French steam ship-of-war Caton.	William Loring, Esq. - -	27 April 1854	As being Russian property.	22 Feb. 1855	30 Mar. 1855 19 May 1855	Condemned as prize to Furious and Caton - Directed the net proceeds of ship to be divided into 361 parts, and apportioned 130 to the Emperor of the French.	Ship - - - - -	£. s. d. 298 13 7	Admiralty Court Fee Fund -	£.
109. Elmina - - - -	Anastatios Caligas - -	74 lasts -	Salt - -	Russian - - -	French Imperial ship-of-war Descartes. H. M.'s ships Retribution - and Niger - - - - -	- - - - - Hon. James Robert Drummond. Leopold George Heath, Esq.	15 April 1854	- - ditto - - -	11 April 1855	5 June 1855	Ship and cargo condemned as prize to Descartes, Retribution, and Niger.				
110. Caroline - - - -	Johan Casper Kraft - -	129 lasts -	General - -	Prussian - - -	David Samuel Harding, an officer of Her Majesty's Customs for the Port of London.		29 Mar. 1855	For having simulated papers, and as being Russian property.	5 April 1855	14 May 1855 15 May 1855 17 May 1855 12 June 1855	Restored 200 boxes of tin plates to Charles Joachim, Hambro'. Restored goods specified in claim of Joseph Strother. Restored 195 chests of tea and 277½ chests of tea to William Kingsbury Jameson. Restored ship to Frederick Bremer.				
111. Graf Nitikin, otherwise Nikitin	Joannes Barbariga - - -	- - -	None - -	Russian - - -	H. M.'s ships Niger - - and Retribution - - - And French Imperial ship-of-war Descartes.	Leopold George Heath, Esq. Hon. James Robert Drummond.	About 13 April 1854.	As being Russian property.	11 April 1855	4 May 1855 19 May 1855	Ship condemned as prize to Niger, Retribution, and Descartes. Directed the net proceeds to be divided into 760 parts, and apportioned 239 to the Emperor of the French.				
112. Phoenix - - - -	Johann Bolwin - - -	141 tons -	None - -	Hanoverian - - -	David Samuel Harding, an officer of Her Majesty's Customs for the Port of London.		3 April 1855	For having simulated papers, and as being Russian property.	12 April 1855	28 April 1855	Ship and freight restored (with consent of Admiralty Proctor) to Ernst Emil Wendt, the claimant, on payment of expenses.				
113. Ackbar - - - -	Hans Nilsson - - -	136 tons -	General - -	Oldenburgh - - -	The Officers of Her Majesty's Customs for the Port of Exeter, and Officers of the Coast-guard for the district of Exmouth.		3 May 1855	- - ditto - - -	9 May 1855	26 June 1855 3 July 1855 10 July 1855 12 July 1855 13 July 1855 23 July 1855	Restored 4 cases of beads (with consent of Admiralty Proctor) to Charles White (reserving the question as to costs and damages). Condemned ship and freight and unclaimed part of cargo as prize, and as droits and perquisites of Her Majesty in her Office of Admiralty. Restored 144 packages of Venetian beads (with consent) on payment of freight (if any) and seisor's expenses. Restored 20 bales of Italian hemp (with consent) on payment of freight and expenses to August Wehner. Restored 20 barrels and 12 cases of beads (with consent) on payment of freight (if any) and expenses to Werner Edmund Sibeth. Restored 85 bags of shumac (with consent) on payment of freight (if any) and expenses to Theodore Momber.	Ship - - - - -	1,360 - -	Admiralty Proctor - -	12
114. Eduard - - - -	- Baas - - - -	76 Tons -	Oil cake - -	Danish - - -	The Officers of Her Majesty's Customs for the Port of Hull		3 May 1855	- - ditto - - -	10 May 1855						
115. Qadwa - - - -	Turgen Thormohlen - -	351 tons -	General - -	Hamburgh - - -	The Officers of Her Majesty's Customs for the Port of Dover		26 May 1855	- - ditto - - -	2 June 1855	3 July 1855 10 July 1855	Restored ship and freight, but without costs and damages, to Egidius Theodor Meyer and Paul Engelbrecht. Restored goods specified in manifest annexed to affidavit of Theodor Schlutow (with consent of Admiralty Proctor).				
116. Phoenix - - - -	C. A. Sevenssen - - -	65 tons -	Barley - -	Russian - - -	H. M.'s ship Archer - -	Edmund Heathcote, Esq. -	18 April 1855	As being Russian property.	2 June 1855	12 July 1855	Ship condemned as prize to Archer - -	Ship - - - - -	800 - -		
117. Paul Freidrick - - -	Hermann Heinrich Finger -	177 tons -	General - -	Mecklenburg - - -	H. M.'s ships Archer - and Basilisk - - -	Edmund Heathcote, Esq. - Robert Jenner, Esq.	11 May 1855	For breach of blockade of Riga.	5 June 1855	23 June 1855 3 Aug. 1855	Restored (with consent of Her Majesty's Proctor) ship and 1,730 chetwerts (or 115½ lasts) of rye, and 500 dunnage mats, (reserving the question as to costs and damages) to Theodor Heinrich Gustav Schacht. Restored (with consent of Her Majesty's Proctor) 30 bundles of hemp (reserving the question as to costs and damages) to Robert Goddard Jones. Claimants condemned in the expenses incurred on behalf of Her Majesty.				

RETURN RELATING TO VESSELS SEIZED OR CAPTURED UNDER THE RUSSIAN, NEUTRAL, ALLIED, OR BRITISH FLAGS, FROM 29 MARCH 1854 TO 8 AUGUST 1855.

NATURE OF HER CARGO (IF ANY).	UNDER WHAT COLOURS CAPTURED.	CAPTOR.		DATE OF CAPTURE.	GROUNDS OF CAPTURE.	DATE WHEN PROCEEDINGS WERE COMMENCED.	DATE OF ADJUDICATION.	DECRETAL PART OF SENTENCE.	GROSS PROCEEDS.		PAYMENTS THEREOUT.		FEES TO COUNSEL.	FEES TO PROCTOR FOR THE CROWN.	BALANCE FOR DISTRIBUTION.	DATE WHEN NOTICE OF DISTRIBUTION WAS PUBLISHED IN GAZETTE.
		NAME OF SHIP.	COMMANDING OFFICER.						PARTICULARS.	AMOUNT.	PARTICULARS.	AMOUNT.				
										£. s. d.		£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Linseed, hemp, deals, planks, and dunnage mats.	Mecklenburg - -	H. M.'s ships Archer and Geyser - - -	Edmund Heathcote, Esq. - Roderick Dew, Esq.	9 May 1855	For breach of blockade of Riga.	5 June 1855	23 June 1855	Ship and cargo restored (with consent of Her Majesty's Proctor), reserving the question as to costs and damages, to Theodor Heinrich Gustav Schacht.								
							3 Aug. 1855	Claimant condemned in the expenses incurred on behalf of Her Majesty.								
Wheat and rye	Danish - - -	H. M.'s ships Archer and Geyser - - -	Edmund Heathcote, Esq. - Roderick Dew, Esq.	8 May 1855	- - ditto - - -	6 June 1855	22 June 1855	Cargo restored (with consent of Her Majesty's Proctor), reserving the question as to costs and damages, to Auguste Wehner.								
							12 July 1855	Condemned Auguste Wehner, claimant of cargo, in expenses incurred on behalf of Her Majesty.								
Linseed, hemp, cordage, and wheat.	Danish - - -	H. M. ships Archer and Geyser - - -	Edmund Heathcote, Esq. - Roderick Dew, Esq.	15 May 1855	- - ditto - - -	6 June 1855	29 June 1855	Restored (with consent of Her Majesty's Proctor) goods specified in claim of Henry Sharpe.								
							29 June 1855	Restored (with consent of Her Majesty's Proctor) 10 lasts of wheat to David Begbie.								
							29 June 1855	Restored (with consent of Her Majesty's Proctor) goods specified in schedule annexed to claim of Adolphus Bach.								
							29 June 1855	Restored (with consent of Her Majesty's Proctor) 250 barrels of linseed and 50 garnishing mats to Victor Ferdinand Weber.								
							29 June 1855	Restored (with consent of Her Majesty's Proctor) goods specified in schedule annexed to further claim of Adolphus Bach.								
							29 June 1855	Restored (with consent of Her Majesty's Proctor) 200 barrels of linseed to Frederick Bolderman.								
							30 June 1855	Restored (with consent of Her Majesty's Proctor) 40 barrels of linseed to Theodor Heinrich Gustav Schacht, the claimant thereof; reserving the question as to costs and damages in each case.								
Rye and hemp	Mecklenburgh - -	H. M.'s ships Archer and Geyser - - -	Edmund Heathcote, Esq. - Roderick Dew, Esq.	15 May 1855	- - ditto - - -	7 June 1855	23 June 1855	Restored (with consent of Her Majesty's Proctor) 750 chetwerts of rye and 200 dunnage mats to Frederick James Catling.								
							23 June 1855	Restored (with consent of Her Majesty's Proctor) 530 chetwerts of rye to David Begbie.								
							23 June 1855	Restored (with consent of Her Majesty's Proctor) ship and 52 bundles of hemp, and 50 dunnage mats to Theodor Heinrich Gustav Schacht.								
							23 June 1855	Restored (with consent of Her Majesty's Proctor) 49 bundles of hemp and 50 dunnage mats to Theodor Heinrich Gustav Schacht.								
							23 June 1855	Restored (with consent of Her Majesty's Proctor) 30 bundles of hemp to Robert Goddard Jones.								
							23 June 1855	Restored (with consent of Her Majesty's Proctor) 40 cases of sperm candles and 50 sacks of wheat flour, &c., to Bernard Augustus Grantoff; reserving the question as to costs and damages in each case.								
							3 Aug. 1855	Claimants condemned in the expenses incurred on behalf of Her Majesty.								

RETURN RELATING TO VESSELS SEIZED OR CAPTURED UNDER THE RUSSIAN, NEUTRAL, ALLIED, OR BRITISH FLAGS, FROM 29 MARCH 1854 TO 8 AUGUST 1855.

RETURN RELATING TO VESSELS SEIZED OR CAPTURED UNDER THE RUSSIAN, NEUTRAL, ALLIED, OR BRITISH FLAGS, FROM													GROSS PROCEEDS.		PAYMENTS THEREON.	
PRIZE.					CAPTOR.		DATE OF CAPTURE.	GROUNDS OF CAPTURE.	DATE WHEN PROCEEDINGS WERE COMMENCED.	DATE OF ADJUDICATION.	DECRETAL PART OF SENTENCE.	PARTICULARS.	AMOUNT.	PARTICULARS.	AMOUNT.	
NAME.	MASTER'S NAME.	TONNAGE.	NATURE OF HER CARGO (IF ANY).	UNDER WHAT COLOURS CAPTURED.	NAME OF SHIP.	COMMANDING OFFICER.										
122. Betty - - - -	H. C. C. Peters - - -	156 tons -	Rye - - -	Mecklenburgh - - -	H. M.'s ships Archer and Basilisk - - -	Edmund Heathcote, Esq. - Robert Jenner, Esq.	11 May 1855	For breach of blockade of Riga.	7 June 1855	21 June 1855	Ship and cargo restored (with consent of Her Majesty's Proctor), reserving the question as to costs and damages, to Theodor Heinrich Gustav Schacht.					
										3 Aug. 1855	Claimant condemned in the expenses incurred on behalf of Her Majesty.					
123. Balance - - - -	Heinrich Parrom - - -	150 tons -	Salt, rye, linseed, and hemp	Mecklenburgh - - -	H. M.'s ships Archer and Geyser - - -	Edmund Heathcote, Esq. - Roderick Dew, Esq.	15 May 1855	- - ditto - - -	7 June 1855	26 June 1855	Ship and cargo restored (with consent of Her Majesty's Proctor), reserving the question as to costs and damages, to Frederick William Sach.					
124. Arion - - - -	Peter Forick - - -	154 tons -	Rye and linseed	Mecklenburgh - - -	H. M.'s ships Archer and Geyser - - -	Edmund Heathcote, Esq. - Roderick Dew, Esq.	7 May 1855	- - ditto - - -	7 June 1855	28 June 1855	Ship restored (with consent of Her Majesty's Proctor) to Frederick William Sach.					
										20 June 1855	Cargo restored (with consent of Her Majesty's Proctor) to Henry William Segelcke, reserving the question as to costs and damages.					
										3 Aug. 1855	Claimants condemned in the expenses incurred on behalf of Her Majesty.					
125. Dania - - - -	Hans C. Egholm - - -	82½ tons -	Cordage, rye, hemp, flax, feathers, and mats.	Danish - - -	H. M.'s ships Archer and Geyser - - -	Edmund Heathcote, Esq. - Roderick Dew, Esq.	15 May 1855	- - ditto - - -	7 June 1855	26 June 1855	Ship and cargo restored (with consent of Her Majesty's Proctor), reserving the question as to costs and damages, to Diedrich Henrich Gaedechens.					
126. Emilie - - - -	Ludwig Berg - - -	87 tons -	Salt, linseed, hemp, and tallow.	Mecklenburgh - - -	H. M.'s ships Archer and Geyser - - -	Edmund Heathcote, Esq. - Roderick Dew, Esq.	7 May 1855	- - ditto - - -	8 June 1855	30 June 1855	Ship and cargo restored (with consent of H.M.'s Proctor), reserving the question as to costs and damages, to Theodor Heinrich Gustav Schacht.					
127. Activ - - - -	— Pallora - - -	87½ lasts -	Rye - - -	Russian - - -	H. M.'s ship Imperieuse	Rundle Burges Watson, C.B.	5 Nov. 1854	As being Russian property.	15 June 1855	12 July 1855	Ship and cargo condemned as prize to Imperieuse.					
128. Gerasimo - - - -	- - - - -	- - -	Indian corn -	- - -	- - -	- - -	- - -	- - -	21 June 1855.							
129. Fortuna - - - -	Ole Anderson - - -	162 lasts -	Coal - - -	Norwegian - - -	H. M.'s ship Conflict -	Francis Thomas Browne, Esq.	29 May 1855	For breach of blockade of Riga.	22 June 1855.							
130. Helsingoer - - - -	— Elingius - - -	253½ lasts -	Wheat, beans, and cotton.	Danish - - -	The Officers of H. M.'s Customs for the Port of Liverpool		2 June 1855	For having simulated papers, and as being Russian property.	28 June 1855.							
131. Myran, otherwise Myram -	J. A. Kennewig - - -	60 or 70 tons	Coal and chestnuts.	Russian - - -	H. M.'s ship Desperate	Richard Dunning White, Esq.	17 April 1855	As being Russian property.	25 June 1855	3 Aug. 1855.	Ship and cargo condemned as prize to Desperate.					
132. Fehmar - - - -	A. A. Ludeneit - - -	About 98 tons.	Linseed - - -	Prussian - - -	The Officers of H. M.'s Customs at the Port of Hull		30 May 1855	For having simulated papers, and as being Russian property.	19 July 1855.	- - -	Released by order of the Lords Commissioners of the Admiralty.					
133. Russian Schooner (no name) No. 12,044.	- - - - -	- - -	Rye, meal, peas, and oats.	Russian - - -	H. M.'s ship Merlin	Bartholomew James Sullivan, Esq.	29 May 1855	As being Russian property.	28 June 1855	3 Aug. 1855	Ship and cargo condemned as prize to Merlin.					
134. Nina - - - -	Martino Stipanovich - - -	360 tons -	- - -	Austrian - - -	The Officers of H. M.'s Customs for the Port of Ipswich		5 June 1855	For having simulated papers, and as being Russian property.	30 June 1855.							
135. Johanna Elizabeth - -	— Lorensen - - -	- - -	- - -	- - -	The Officers of H. M.'s Customs for the Port of Hull		- - -	- - -	- - -	25 July 1855.						

THE above Return has been prepared from the Records of the High Court of Admiralty of England. It is preceded by an Index, by which any prize captured during the present war may be readily referred to. The Return is of so comprehensive a character, that the following explanations will not, it is thought, be either unnecessary or out of place.

Name of Prize.

THE name of the prize has been given in every case in which it has been possible to do so; but it has, in some few instances, occurred that the vessel has had no name painted on her, that her crew had deserted prior to the capture, and that no papers have been found giving the required information. In these cases the prize has been called "Name Unknown;" as such it has been condemned, and as such it will be found in the Return.

Master's Name.

THE same remarks apply to the master's name. Where the whole of the crew have deserted previous to the capture, it has not been possible to give the master's name.

Tonnage.

THE tonnage of the vessel has been given sometimes in lasts, sometimes in tons. It has been ascertained sometimes from the ship's papers, sometimes from the evidence of the master and crew of the prize, but generally by a comparison of the evidence with the papers.

Nature of the Cargo.

WHERE the cargo has been condemned, there has, of course, been no difficulty in ascertaining the nature of the cargo. But it has sometimes happened that a prize has been released by order of the Lords of the Admiralty, without any communication with this office, in virtue of the right which the Crown reserves to itself of restoring any prize up to the final adjudication thereof. In such cases, if the ship's papers have been likewise restored to the master, it has not been always possible to ascertain the nature of the cargo which she had on board. The same difficulty has also occurred in regard to some of the captures which have been effected by the Custom-House officers in the ports of the United Kingdom, where the vessel has been seized, as being Russian owned, but the cargo, being evidently neutral or British property, has not been detained at all.

Ship's Colours.

WHERE the vessel is evidently Russian, and there has been no attempt to assume the neutral flag, the prize has been returned as having been captured under Russian colours, even though there may have been no colours flying at the time of the actual detention. On the other hand, where the vessel has assumed a neutral character, she is described as having been captured under the colours of the country to which she claims to belong, although the subsequent investigation by the Prize Court may show that she was not entitled to carry that flag at all. In a few instances, as in the cases of the "Aina" and "Nadeschda," the vessels, although admittedly Russian, were sailing under neutral flags at the time of the capture, probably in the expectation that they would thereby avoid being searched.

Captors.

WHERE the capture has been effected by any of Her Majesty's cruisers, no difficulty has been found in giving the name of the actual captors, as the prize in that case enures to the benefit of the captors, and the names of the capturing ships must therefore appear in the proceedings. Where, however, the seizure has been made by a Custom-House officer in a port of the United Kingdom, the prize, when condemned, belongs to the Queen in Her Office of Lord High Admiral, and the name of the actual captor, therefore, does not always appear in the proceedings.

Date of Capture.

THE captors being, by the nature of prize proceedings, precluded from giving any evidence, in the first instance, in the cause, the date of the capture is generally obtained from the depositions of the master and crew of the captured vessel. These men are, however, sometimes not

very accurate as to dates ; and, where the prize has been deserted before capture, the date of the capture cannot be ascertained unless it should be incidentally mentioned by the captor in his affidavit verifying the ship papers.

Grounds of Capture.

THE grounds of capture appear to be of three kinds. A prize may be captured (1) on the ground that it is Russian property ; (2) for breach of a blockaded port ; and (3) for having simulated papers ; or, in other words, being a Russian vessel in disguise. Captors, however, have the right of claiming the condemnation of a prize on grounds other than those on which they may have originally captured her. Thus, a vessel detained on the ground that she had broken a blockade is liable to be condemned, if, in the investigation before the Prize Court, it should appear that she was carrying simulated papers, and was, in fact, Russian property, and *vice versâ*.

Date when Proceedings Commenced.

THE date which is given under this head is that on which the first step is taken in the Court, and which is generally the bringing the ship's papers into the Registry, annexed to an affidavit from the captors. Prior thereto, however, if the prize has been taken to an outport, and has not been brought direct to London, the depositions of the witnesses will most probably have been taken before the Prize Commissioners at the outport. And in the case of vessels seized in the Black Sea, and taken to Malta, a very considerable period will have elapsed from the time of the depositions being taken at Malta and the first commencement of the proceedings here.

Date of Adjudication, and Decretal Part of Sentence.

THESE heads of the Return sufficiently explain themselves.

Gross Proceeds.

WHEN a vessel or her cargo has been sold, the gross proceeds are generally paid in two amounts (the deposit and the balance), either to the account of the Paymaster-general on account of naval prize, if the prize enures to the benefit of the captors, or to my account at the Bank of England, if the prize belongs to the Crown. Vessels and their cargoes have, in some instances, been sold in neutral ports, and the proceeds been transmitted to this country ; others have been sold at Constantinople, and also at Malta. In the latter case, however, some delay has occurred in forwarding the proceeds to this country.

Payments Thereout.

By the 28th section of the Prize Act no payments can be made out of the proceeds, except under an order of the Court, and until after the account has been duly taxed and allowed by me as the taxing officer of the Court. The accounts which are thus submitted to me for taxation are, in general, of four kinds :

- (1.) The marshal's account of fees and disbursements for the care, custody, and sale of the prize and her cargo.
- (2.) The bill of costs of proctor for the Crown.
- (3.) The navy agent's account of costs, charges and expenses. And,
- (4.) The amount due for poundage to the Admiralty Court Fee Fund.

(1.) The first of these, namely, the marshal's account, consists partly of fees, partly of disbursements. The marshal being paid by a fixed salary, annually voted by Parliament, the fees belonging to his office go to the Consolidated Fund of the United Kingdom. The disbursements include a variety of charges, such as the expense of a ship keeper, the broker's charges for the sale of the ship and cargo, lights, dock dues, Customs' duties, and sometimes, also, the expenses of piloting or towing the prize into port.

The accounts of this officer are submitted to me for taxation, and an order of the Court is then made for the payment, out of the proceeds, of such amount as may be allowed. That order is communicated by me to the Admiralty, accompanied by a copy of the marshal's account, and payment is thereupon made to him by a bill on the Paymaster-general.

(2.) The proctor for the Crown is sometimes the Queen's proctor, sometimes the Admiralty proctor. The Queen's proctor conducts the proceedings when the capture has been effected by one of Her Majesty's ships, or where the prize would belong, if condemned, to the Queen, in right

right of Her Crown. The Admiralty proctor conducts them when the prize, if condemned, would belong to the Queen in right of Her Office as Lord High Admiral. The bills of costs of these gentlemen are, in the same manner, submitted to me for taxation, and an order of Court is made for the payment of such part as may be allowed.

All the bills, whether of the Queen's proctor or of the Admiralty proctor, which have, up to this time, been allowed and paid, have been, in obedience to the Order of The House of Commons, carefully analysed, and the Return shows the amount of the fees paid to counsel, and the proctor's profits in each case respectively. The balance of the several bills is made up of other payments and disbursements, as for making the abstract and translations of the ship's papers, which, being in Russian and other difficult languages, have occasioned a much larger expense than usual.

(3.) The third class of payments is the navy agents' costs, charges, and expenses. These consist of various advances on account of the prize, as, for instance, the allowance to the prize master, expenses of prize crew, and sometimes the pilotage, towage, or other charges. The agents are allowed five per cent. on their advances, and a *quantum meruit* for their trouble in attending to the interests of the captors whom they represent.

These costs having been taxed and allowed by me, an order for the payment thereof is made by the Court, in the same manner as in the case of the marshal's accounts.

(4.) The fourth payment is poundage due to the Admiralty Court Fee Fund, which is at the rate of about one-half per cent. on the proceeds; and as the Fee Fund now forms part of the Consolidated Fund of the United Kingdom, these amounts are paid over, as they are received, to the Inland Revenue Department.

Balance for Distribution.

THIS balance is liable to a further abatement of five per cent. by Government, and the remainder is then distributed amongst the captors, through the Prize Department of the Admiralty, at Somerset House. If the capture has been effected by a combined French and English naval force, "the net proceeds are," in accordance with the terms of the 4th article of the Convention with France, "divided into as many shares as there were men on board the capturing vessels, without reference to rank," and the shares belonging to the French vessels of war are paid over to the consul-general of the country, who has been appointed by his Government to receive them. In the same way, a proportion of the proceeds of the prizes adjudicated upon by the French tribunals, and in which British ships of war are entitled to share, will be paid over to the Naval Prize Account at the Bank of England; but no such payment has as yet been made.

Date when Notice of Distribution was Published in the Gazette.

THE notice of distribution does not issue from this office, but from the Prize Department at Somerset House, by whom this information will be supplied.

Admiralty Registry, Doctors' Commons,
10 August 1855.

H. C. Rothery,
Registrar.

I HEREBY certify that the dates when notices were published in the Gazette, relative to the distribution of naval prize money, have been inserted in the last column of the foregoing Return, and that £. 5 per centum will be abated from the net proceeds, under Act 10 Geo. 4, c. 26, s. 17, and paid over to the Consolidated Fund.

Admiralty, Somerset House,
11 August 1855.

E. Gandy,
For Accountant-general of the Navy.

NAVAL PRIZES.

RETURN of VESSELS SEIZED or CAPTURED,
whether under the Russian, Neutral, Allied,
or British Flags, and against which Proceed-
ings have been taken in the High Court of
Admiralty of *England*, from the 29th day of
March 1854 to the 8th day of August 1855,
&c.

(*Sir George Brooke Pechell.*)

Ordered, by The House of Commons, to be Printed,
14 August 1855.

NAVAL STORES, &c.

RETURN to an Order of the Honourable The House of Commons,
dated 14 December 1854;—for,

STATEMENTS “of the Amount paid by the Admiralty for NAVAL STORES, FREIGHT of SHIPS for Victualling and Conveyance of TROOPS and STORES, PRISONERS of WAR, and PACKET SERVICE respectively, on account of Sums granted for the NAVY SERVICES, up to the 1st day of December 1854, under the Act 17 & 18 Vict. c. 121.”

“And, the same for the COMMISSARIAT DEPARTMENT, on Account of Sums granted for the ARMY and ORDNANCE SERVICES under the same Act.”

STATEMENT “of the Amount paid by the Admiralty for NAVAL STORES, FREIGHT of SHIPS for Victualling and Conveyance of TROOPS and STORES, PRISONERS of WAR, and PACKET SERVICE respectively, on account of Sums granted for the NAVY SERVICES, up to the 1st day of December 1854, under the Act 17 & 18 Vict. c. 121.”

	£.	s.	d.
NAVAL STORES (including Machinery, and Ships and Vessels purchased and built by Contract, provided for in the Vote) - - - - -	1,671,101	11	3
FREIGHT of SHIPS for Victualling and Conveyance of Troops and Stores (including the supplies of Provisions and Stores provided for in the Vote) - - - - -	1,448,779	6	4
PRISONERS OF WAR - - - - -	6,793	8	10
PACKET SERVICE - - - - -	400,959	17	5
TOTAL - - - £.	3,527,634	3	10

Admiralty, }
16 December 1854. }

R. M. Bromley,
Accountant-General of the Navy.

“And, the same for the COMMISSARIAT DEPARTMENT, on Account of Sums granted for the ARMY and ORDNANCE SERVICES under the same Act.”

No separate Account can be furnished of the sums paid through the Commissariat Department on account of sums granted for Army and Ordnance Services up to 1st December 1854, until the accounts of expenditure are received from the different Commissariat Stations abroad.

Whitehall, Treasury Chambers, }
18 December 1854. }

James Wilson.

NAVAL STORES, &c.

STATEMENT of the Amount paid by the Admiralty for NAVAL STORES, FREIGHT OF SHIPS for Victualling and Conveyance of TROOPS and STORES, PRISONERS OF WAR, and PACKET SERVICE respectively, on account of Sums granted for the Navy Services, up to the 1st December 1854, under the Act 17 & 18 Vict., c. 121; and the same for the COMMISSARIAT DEPARTMENT, on account of Sums granted for the Army and Ordnance Services under the same Act.

(*Mr. Disraeli.*)

*Ordered, by The House of Commons, to be Printed,
19 December 1854.*

NAVY SURGEONS, &c.

RETURN to an Order of the Honourable The House of Commons,
dated 25 April 1855 ;—for,

RETURN “of the NUMBER of HER MAJESTY’S SHIPS and VESSELS now in Commission on Home and Foreign Service ; together with the NUMBER and NAMES of the SURGEONS, ASSISTANT SURGEONS, and DRESSERS without Medical or Surgical Diplomas, in any and every Ship or Vessel, and the Number and Names of those Dressers who are acting as Assistant Surgeons.”

Admiralty,
1 May 1855.

ABSTRACT OF NAVAL FORCE, 1 May 1855.

STATION.	NO. OF SHIPS.	GUNS.
East Indies and China - - - - -	23	336
Cape of Good Hope - - - - -	8	56
Coast of Africa - - - - -	12	78
South East Coast of America - - - - -	8	125
West Coast of America - - - - -	10	266
North America and West Indies - - - - -	19	261
Mediterranean - - - - -	60	1,545
Mediterranean - - - - -		
Baltic Fleet - - - - -	49	1,464
Baltic Fleet - - - - -		
Plymouth - - - - -	5	204
Portsmouth - - - - -	13	234
Sheerness - - - - -	8	278
Woolwich - - - - -	4	28
Pembroke - - - - -	2	—
Ireland - - - - -	4	14
Particular Service - - - - -	12	41
Surveying Service - - - - -	7	27
Yachts - - - - -	3	—
Fitting out, and paying off - - - - -	34	1,236
	281	6,193
Ordered Home - - - - -	7	254
TOTAL - - -	288	6,447

A RETURN of the NUMBER and NAMES of the SURGEONS, ASSISTANT SURGEONS, and DRESSERS without Medical or Surgical Diplomas, in any and every Ship and Vessel, and the Number and Names of those Dressers who are acting as Assistant Surgeons.

SHIPS.	Number of Surgeons.	Number of Assistant Surgeons.	Number of Dressers.	Names of Surgeons.	Names of Assistant Surgeons.	Names of Dressers.	Dressers acting as Assistant Surgeons.
Æolus	-	-	-	-	-	-	-
Agamemnon	1	2	-	George Mackay	{ Augs. R. R. Preston Michael W. Cowan }	-	-
Albion	2	1	-	{ Richard Mason George Mason }	John F. Pritchard	-	-
Alban	1	-	-	Charles S. Lester	-	-	-
Amphion	1	1	1	James G. Buchanan	Rawdon M. Lightbody	Alfred Taylor	-
Amphitrite	1	1	-	W. B. C. Christy (Acting)	John Nihill	-	-
Antelope	-	1	-	-	William Richardson	-	-
Apollo	-	1	-	Richard J. Squire	-	-	-
Arab	1	1	-	John Elliott	Thomas M'Gahan	-	-
Archer	1	1	-	Walter Dickson	Charles Morton	-	-
Ardent	-	1	-	-	George B. Moore	-	-
Argus	1	1	-	John King	William F. M'Clinton	-	-
Arrogant	1	1	1	John Gallagher	Constantine Keenan	George Siddall	-
Atholl	-	1	-	-	Lewis C. Urquhart	-	-
Ajax	1	1	2	Alex. Kilroy	Frederick L. Leonard	{ Samuel Rule Hugh H. Smith }	-
Algiers	2	1	-	{ John Andrews George Everest }	John G. Smith	-	-
Arrow	-	1	-	-	Philip W. Govett	-	-
Ariel	1	-	1	William Smith	-	David Mackay	-
Barracouta	1	1	-	Arthur W. W. Babington	John M. Tronson	-	-
Basilisk	1	1	-	Archibald J. Little	John Fisher	-	-
Belleisle	{ 1 Inspector of Hospitals, 2 Surgeons }	1	2	{ Alex. M'Kechnie, Inspector of Hospitals Robert Beith James J. Martin }	William B. Stephens	{ William Tanner Robert Lewer }	-
Banshee	-	1	-	-	James Ross	-	-
Bittern	1	1	-	George Gordon	George B. Newton	-	-
Beagle	-	1	-	William H. Cameron	-	-	-
Blenheim	1	1	2	Robert Pottinger	William H. Clarke	{ Charles G. Strickland Robert Gilmour }	-
Boscawen	1	2	-	John F. Charlton	{ Christopher K. Ord Thomas Daly }	-	-
Brisk	1	1	-	Patrick Digan	William H. Adam	-	-
Britomart	1	-	-	William G. Goldin	-	-	-
Bulldog	-	1	-	James Whicher	Henry G. Ruby	-	-
Buzzard	1	1	-	Walter Lawrance	Edward Loney	-	-
Cæsar	1	2	2	Maurice T. West	{ Charles H. Chambers John T. B. Torrance }	William Wallace James Wilson	-
Calcutta	1	1	2	James G. Risk	Simon A. Willis	{ Stephen H. Marshall Edward Boulton }	-
Calliope	1	-	-	William Wood	-	-	-
Calyпсо	1	1	-	John M'Swiney	Richard Ratcliffe	-	-
Caradoc	1	-	-	Charles M'Shane	-	-	-
Centaur	1	1	-	Henry J. Domville	John C. Messer	-	-
Ceylon	3	-	-	{ John A. Mould Evans Evans, for Malta Hospital Edwin T. Watkins, for Malta Hospital }	-	-	-
Childers	1	-	-	John Jeffcott	-	-	-
Colossus	1	1	2	John H. Carruthers	Francis H. Blaxall	{ Joseph Bayley Eben Clarkson }	-
Columbia	-	1	-	-	Douglas N. Tucker	-	-
Comus	1	1	-	John Ward	Thomas R. Warren	-	-
Conflict	1	-	1	William H. Sloggett	-	John G. S. Coghill	-
Conway	3	1	1	{ John Sloan Fitzwilliam Mansell, for Hospital Edmund Lawless, for Hos- pital }	Richard C. Russell, for Fisgard.	William A. Hearnden	-
Cornwallis	1	1	2	Alex. Armstrong	Joseph King	{ Robert Edwardes George H. Evans }	-
Cossack	1	1	1	Robert T. Easton	Arthur M'Kenna	John R. Sutherland	-
Cressy	1	2	2	James Vaughan	{ George V. M'Donough Charles D. M'Carthy }	Andrew Scott Theodore E. Byrne	-
Crocodile	1	-	-	William Hoggan	-	-	-
Cuckoo	-	-	-	-	-	-	-
Cyclops	-	1	-	-	Charles F. Williams	-	-
Cruiser	1	1	1	Edward D. Auvergne	William T. Carr	James Inkson	-
Curlew	1	-	-	John Jack	-	-	-
Curacoa	1	1	-	John Bower	Thomas Roche	-	-
Daring	1	1	-	Patrick Slevin	W. H. Baxter	-	-
Dasher	-	1	-	-	George Clarke	-	-
Dauntless	1	1	-	Edward Heath	James Thompson	-	-

- None.

SHIPS.	Number of Surgeons.	Number of Assistant Surgeons.	Number of Dressers.	Names of Surgeons.	Names of Assistant Surgeons.	Names of Dressers.	Dressers acting as Assistant Surgeons.
Dee - - -	-	1	-	-	Julian W. Slight - -	-	-
Desperate - -	1	-	1	Thomas W. Jewell - -	-	Hugh Rae - -	-
Devastation - -	1	1	-	William T. Rogers - -	W. Crawford - -	-	-
Dido - - -	1	1	-	Robert Bernard - -	Jacob E. Dias - -	-	-
Dolphin - - -	1	-	-	William N. Brake - -	-	-	-
Diamond - - -	1	1	-	William R. E. Smart - -	Edward H. Evans - -	-	-
Dragon - - -	1	1	-	James Davidson - -	George Carr - -	-	-
Driver - - -	1	1	-	William Macleod - -	David Courtenay - -	-	-
Duke of Wellington	1	2	3	Frederick W. Le Grand -	{ George F. Banks - - George Duncan - - }	{ William H. Collins - - William G. Dow - - James More - - }	-
Devonshire - -	1	-	-	James Harvey - -	-	-	-
Edinburgh - -	1	2	2	Charles K. Nutt - -	{ Joseph Coulter - - Thomas H. Taylor - - }	John M. Llewellyn - - Frederick W. Simpson -	-
Electra - - -	1	1	-	John Bernard - -	Thomas B. Purchas -	-	-
Encounter - -	1	1	-	John T. Jenkins - -	Clark A. Duckett - -	-	-
Enterprise - -	1	1	-	Robert Anderson - -	Edward Adams - -	-	-
Espiegle - - -	1	-	-	Geo. H. Edwards (acting) -	-	-	-
Eurydice - - -	1	1	-	John Thomson - -	Godfrey J. A. M'Cullagh -	-	-
Euryalus - - -	1	1	1	Edward Groves - -	John Caldwell - -	Francis Owen - -	-
Excellent - - -	1	1	-	James Salmon - -	William Patrick - -	-	-
Exmouth - - -	1	2	2	Charles A. Anderson -	{ Charles Harper - - Joseph B. Murphy - - }	William P. Swain - - Griffith R. Jenkins -	-
Express - - -	1	-	-	John Sole - -	-	-	-
Esk - - -	1	1	1	James Niven - -	James Long - -	Alexander Minnoch -	-
Falcon - - -	1	-	1	William L. Gordon - -	-	Edward McMillan - -	-
Ferret - - -	1	-	-	Robert Hastings - -	-	-	-
Fantome - - -	1	1	-	Alexander E. Mackay -	Daniel Finucane - -	-	-
Firebrand - -	1	1	-	Hugh O'Hagan - -	Edward M'Sorley - -	-	-
Firefly - - -	1	-	-	Lowry J. Monteith - -	-	-	-
Fisgard - - -	{ 1 Deputy- Inspector, 3 Surgeons }	1	-	{ Alexander Bryson, Deputy- Inspector - - William Robertson - - James Ray, for Greenwich Hospital - - William J. Domville, for Woolwich Infirmary - }	{ John Barclay, for Wool- wich Yard - - }	-	-
				James Bankier - -			
				James C. Walsh - -			
				William Duirs - -			
Formidable - -	1	1	-	James Bankier - -	William J. Hamilton -	-	-
Frolic - - -	1	-	-	James C. Walsh - -	-	-	-
Furious - - -	1	2	-	William Duirs - -	{ William J. Lewis - - W. J. Shone - - }	-	-
Fury - - -	1	1	-	{ John Stirling - - Henry Harkan - - }	-	-	-
Geyser - - -	1	-	1	Seaton Wade - -	-	James S. Beveridge -	-
Gladiator - -	1	1	-	David Thomson - -	David Porteous - -	-	-
Gorgon - - -	1	1	-	Richard King - -	Owen J. Llewellyn -	-	-
Grecian - - -	1	1	-	Thomas J. Layton - -	John Little - -	-	-
Hannibal - - -	1	2	-	John J. Crawford - -	{ Charles G. Wolfenden - George B. Hill - - }	-	-
Harrier - - -	1	1	-	Henry Slade - -	J. W. S. Meiklejohn -	-	-
Hastings - - -	1	1	2	John J. D. Burns - -	James Holt - -	{ Thomas W. Hughes - Richard W. Sadleir - Frederick G. Dalton - Henry G. Croly - }	-
Hawke - - -	1	1	2	Hugh T. S. Beveridge -	Charles B. Wright - -	-	-
Hecate - - -	1	-	-	William F. Noott - -	-	-	-
Hecla - - -	1	1	-	John B. Ricards - -	Richard Evans - -	-	-
Herald - - -	1	1	-	Frederic M. Rayner - -	John D. Macdonald -	-	-
Highflyer - -	1	1	-	William D. Kerr - -	Alexander Watson - -	-	-
Himalaya - - -	1	-	-	S. W. Webb - -	-	-	-
Hogue - - -	2	-	2	{ A. R. Bradford - - Henry M. Speer - - }	-	{ George T. Calling - James E. Baker - }	-
Horatio - - -	1	1	1	William Rogers - -	John Lomax - -	John T. Simpson - -	-
Hornet - - -	1	1	-	John Ternan - -	David Ramsay - -	-	-
Hydra - - -	1	1	-	William Lowry - -	Thomas Hunter - -	-	-
Illustrious - -	1	1	-	David Geddes - -	Horace H. Smith - -	-	-
Imaum - - -	1	1	-	John P. Burke - -	W. H. Carter - -	-	-
Imperieuse - -	1	1	1	Robert Grigor - -	R. P. Hifferman - -	Christopher Heath -	-
Impregnable - -	4	3	1	{ Harvey Morris - - Henry Piers, for Plymouth Hospital - - John Andrews, for Ply- mouth Hospital - - James Henry, for Plymouth Ordinary - - }	{ Samuel Denny - - W. F. O. Kay, for Nauti- lus - - Charles D. Nettleton, for Plymouth Hospital - }	Thomas Wood, disposable -	-
				Alexander Woodcock -			
				John W. Reid - -			
				-			
Indefatigable -	1	1	-	David Geddes - -	James Soden - -	-	-
Inflexible - -	1	1	-	John W. Reid - -	G. F. A. Drew - -	-	-
Industry - - -	-	-	-	-	-	-	-
Jackall - - -	-	-	-	-	-	-	-
James Watt - -	2	1	2	{ John Moody - - Robert Wallace - - }	Francis Hardinge - -	{ George B. Beale - - David C. M'Fall - - }	-
Janus - - -	-	-	-	-	-	-	-
Juno - - -	1	1	-	George A. Nicolls - -	Charles B. Wood - -	-	-
Leander - - -	2	1	-	{ Edward Nollott - - Frederick W. Blake - }	William J. Baird - -	-	-

- None.

NUMBER AND NAMES OF SURGEONS, ASSISTANT SURGEONS,

SHIPS.	Number of Surgeons.	Number of Assistant Surgeons.	Number of Dressers.	Names of Surgeons.	Names of Assistant Surgeons.	Names of Dressers.	Dressers acting as Assistant Surgeons.
Leopard - -	1	1	-	John J. Acheson - -	Terence H. Wall - -	- - - -	-
Lightning - -	-	1	-	- - - -	Randall M'Donnell - -	- - - -	-
Lily - -	1	-	-	W. B. Fegen - -	- - - -	- - - -	-
Linnet - -	1	-	-	Thomas Ayling - -	- - - -	- - - -	-
Locust - -	-	1	-	- - - -	Charles P. Allen - -	- - - -	-
London - -	1	2	-	John Douglas - -	{ William E. Hambly - - John Coogan - -	- - - -	-
Lynx - -	-	1	-	- - - -	James Johnston - -	- - - -	-
Madagascar - -	1	-	-	Benjamin Bynoe - -	- - - -	- - - -	-
Mæander - -	1	1	1	Andrew Murray - -	David Duncan - -	Edward O'Connell - -	-
Magicienne - -	1	1	1	Robert Clarke - -	Dugald M'Ewan - -	Reginald B. Read - -	-
Majestic - -	1	1	2	Andrew Graham - -	George C. Wilson - -	{ Robert Walker - - Robert Herdson - -	-
Malacca - -	1	-	-	George J. Willes - -	- - - -	- - - -	-
Mariner - -	1	1	-	Thomas E. Molesworth - -	Anthony H. Woodfield - -	- - - -	-
Medea - -	1	1	-	James Laird - -	Robert Borrows - -	- - - -	-
Medina - -	-	1	-	- - - -	Joseph Slop - -	- - - -	-
Medusa - -	-	1	-	- - - -	Peter W. Wallace - -	- - - -	-
Megera - -	1	-	-	James Fisher - -	- - - -	- - - -	-
Melampus - -	1	-	-	William T. Billings - -	- - - -	- - - -	-
Merlin - -	1	-	-	John J. Johnson - -	- - - -	- - - -	-
Minden - -	1	1	-	Thomas H. Keown - -	Richard Picken - -	- - - -	-
Minx - -	-	-	-	- - - -	- - - -	- - - -	-
Miranda - -	1	1	-	John A. Corbet - -	Benjamin Crabbé - -	- - - -	-
Modeste - -	1	-	-	Alexander Mitchell - -	- - - -	- - - -	-
Monarch - -	2	2	-	{ Charles T. S. Kevern - - John T. Caddy - -	Richard Eustace - - Edward R. Prance - -	- - - -	-
Neptune - -	1	2	2	Lenox T. Cunningham - -	{ Alexander Fisher - - William Edney - -	Edward S. Lloyd - - Robert M'Farlan - -	-
Naïad - -	-	1	-	- - - -	Robert W. Beaumont - -	- - - -	-
Nereus - -	-	-	-	- - - -	- - - -	- - - -	-
Niger - -	1	1	-	Frederick Stupart - -	William V. E. Reynolds - -	- - - -	-
Nerbudda - -	1	1	-	Nicholas L. Dolling - -	Fleetwood Churchill - -	- - - -	-
Nile - -	1	2	2	David Thomas - -	{ Arch. L. Archer - - Peter W. Rolston - -	Charles A. Lees - - John G. Malone - -	-
Nankin - -	1	2	-	Thomas Somerville - -	{ Alexander Collins - - Alexander Rattray - -	- - - -	-
Oberon - -	-	1	-	- - - -	Donald G. Pendrith - -	- - - -	-
Odin - -	1	1	-	Edward H. Cree - -	John E. Hamilton - -	- - - -	-
Otter - -	-	1	-	- - - -	Charles E. Stillman - -	- - - -	-
Orion - -	1	2	2	Jason Lardner - -	{ Robert Sproule - - John M'Kinzel - -	Thomas Liddard - - Jackson M'Kenzie - -	- None.
Pandora - -	1	-	-	John Jolliffe - -	- - - -	- - - -	-
Pembroke - -	1	1	2	David Lyall - -	John C. Inglis - -	{ John H. Hartley - - James H. Park - -	-
Penelope - -	1	1	-	John L. Davidson - -	John Breakey - -	- - - -	-
Penguin - -	1	-	-	Andrew Moffitt - -	- - - -	- - - -	-
Philomel - -	-	-	-	- - - -	- - - -	- - - -	-
Phoenix - -	1	-	1	John Gunn - -	- - - -	James Turnbull - -	-
Pigmy - -	-	-	-	- - - -	- - - -	- - - -	-
Pique - -	1	1	-	Thomas Nelson - -	William H. Crnice - -	- - - -	-
Plumper - -	1	-	-	James Campbell - -	- - - -	- - - -	-
Pluto - -	-	1	-	- - - -	David Wilson - -	- - - -	-
Porcupine - -	-	1	-	- - - -	Francis M'Areë - -	- - - -	-
Powerful - -	1	1	1	Patrick Martyn - -	Robert Murphy - -	Roger Parker - -	-
President - -	1	2	-	James J. L. Donnet - -	{ James M. Dick - - George Moore - -	- - - -	-
Princess Royal - -	1	2	-	Alexander C. Macleroy - -	{ William T. Wilson - - Thomas M'Carthy - -	- - - -	-
Prometheus - -	-	1	-	- - - -	Michael M'Grath - -	- - - -	-
Pylades - -	1	1	1	Henry Edmonds - -	George T. Keele - -	James Paxton - -	-
Queen - -	1	2	-	John Monro - -	{ William Telfer - - John Rorie - -	- - - -	-
Racehorse - -	1	1	-	Richard D. Pritchard - -	David Campbell - -	- - - -	-
Rapid - -	1	-	-	Daniel Saunders - -	- - - -	- - - -	-
Rattler - -	1	1	-	Francis B. Pritchard - -	Thomas Wilson - -	- - - -	-
Rattlesnake - -	-	1	-	- - - -	Thomas B. Forster - -	- - - -	-
Resistance - -	1	-	-	James Wade - -	- - - -	- - - -	-
Retribution - -	1	1	1	Augustus Slight - -	Henry S. Edwards - -	William W. Colligan - -	-
Rhadamanthus - -	-	1	-	- - - -	William Evans - -	- - - -	-
Rifleman - -	-	1	-	- - - -	Herbert H. Mackarsie - -	- - - -	-
Recruit - -	-	1	-	- - - -	W. G. J. Ayre - -	- - - -	-
Rodney - -	1	1	-	Charles R. Kinnear - -	Archibald Stevenson - -	- - - -	-
Rosamond - -	1	1	-	Nicholas Littleton - -	William D. Smyth - -	- - - -	-
Royal Albert - -	{ Inspector, 1 Deputy Inspector, 19 Surgeons.	6	-	{ David Deas, Inspector of Hospitals - - Charles R. Brien - - Thomas M. Costello, for Transports - - John Davidson, Deputy Inspector to Therapia Hospital - -	{ Hugh Girvan - - William Evans, for service with Naval Brigade - - Edward Pearce, disposable - -	- - - -	-

6 NUMBER AND NAMES OF SURGEONS, &c., IN EVERY SHIP AND VESSEL IN COMMISSION.

SHIPS.	Number of Surgeons.	Number of Assistant Surgeons.	Number of Dressers.	Names of Surgeons.	Names of Assistant Surgeons.	Names of Dressers.	Dressers acting as Assistant Surgeons.
Victory - -	1	1	- -	Alexander Muirhead - Archibald Elliott, for Haslar Hospital. Arthur Adams, for Haslar Hospital. William B. Baikie, for Has- lar Hospital.	John T. Gabriel, for Ma- rines. - - - -	Frederick Piercy - -	- None.
Viper - - -	- -	1	- -	- - - -	Timotheus J. Haran -	- - - -	
Virago - - -	2	- -	- -	{ Henry Trevan - William Ross -	- - - -	- - - -	
Vivid - - -	- -	- -	- -	- - - -	- - - -	- - - -	
Vixen - - -	1	- -	- -	John M'Whinnie -	- - - -	- - - -	
Volage - - -	- -	- -	- -	- - - -	- - - -	- - - -	
Volcano - -	- -	- -	- -	- - - -	- - - -	- - - -	
Vulcan - - -	1	1	- -	James Peters - -	William J. Shone -	- - - -	
Vulture - -	1	1	- -	James D. Cronin -	Robert Atkinson -	- - - -	
Waterloo - -	3	2	- -	Henry Liddell - Charles Roberts, for Deal Hospital. William E. M'Dermot, for Sheerness Yard.	John Hudson - Alfred S. Pratt -	- - - -	
Wellesley - -	2	1	- -	W. H. B. Jones - Hugh Jameson, for Melville Hospital.	William Hobbs -	- - - -	
Weser - - -	- -	1	- -	- - - -	Daniel W. Stephens -	- - - -	
Winchester -	1	1	- -	Robert W. Clarke -	John Stuart -	- - - -	
Wrangler - -	- -	1	- -	- - - -	William E. O'Brien -	- - - -	
Wolverene -	1	1	- -	Thomas Seecombe -	Croft G. Symons -	- - - -	
Wasp - - -	1	1	- -	Michael W. Walling -	George P. Cooke -	- - - -	

NAVY SURGEONS, &c.

RETURN of the NUMBER of HER MAJESTY'S SHIPS and Vessels now in Commission on Home and Foreign Service; together with the NUMBER and NAMES of the SURGEONS, ASSISTANT SURGEONS, and DRESSERS without Medical or Surgical Diplomas, in every Ship or Vessel, and the Number and Names of those Dressers acting as Assistant Surgeons.

(Mr. Brady.)

Ordered, by The House of Commons, to be Printed,
6 June 1855.

OFFICERS (NAVY).

RETURN to an Order of the Honourable The House of Commons,
dated 24 July 1855;—for,

A RETURN “of the Number of CAPTAINS promoted to be ACTIVE REAR ADMIRALS, from the 1st day of January 1850 to the latest Period :”

“Like RETURN of SENIOR CAPTAINS placed on the RESERVED and RETIRED REAR ADMIRALS’ and CAPTAINS’ LISTS respectively, from not having served their Time afloat as Captains :”

“RETURNS of the Number of ACTIVE COMMANDERS of Twenty-five Years’ standing and upwards, in that Rank, stating the Date of the Commission of the Senior One :”

“Of the Number of RESERVED COMMANDERS who had previously held the Rank of Lieutenant Twenty-five Years and upwards, stating the Maximum Number of Years :”

“Like RETURN of RETIRED COMMANDERS who had previously held the Rank of Lieutenant Twenty-five Years and upwards, stating the Maximum Number of Years :”

“RETURN of the Number of ACTIVE LIEUTENANTS of Twenty Years’ standing and upwards in that Rank, stating the Date of the Commission of the Senior Active Lieutenant :”

“Like RETURN of the RESERVED LIEUTENANTS :”

“RETURNS of the Number of MASTERS promoted to Rank of COMMANDERS, under the Order in Council of June 25, 1851 :”

“Of the Number of SURGEONS fit for Service :”

“Similar RETURN of ASSISTANT SURGEONS :”

“RETURNS of SURGEONS and ASSISTANT SURGEONS, respectively, retired and unfit for Service at Sea :”

“Of the Number of MATES, MIDSHIPMEN, VOLUNTEERS, and CADETS, respectively, now in the Navy, and of the Number of CADETS admitted in each of the last Ten Years, and from the 1st day of January to the 1st day of July 1855 :”

“And, on the Active Lists of ADMIRALS, CAPTAINS, COMMANDERS, and LIEUTENANTS respectively, to state the Number in each Rank on FULL PAY, and the Number in each Rank on HALF PAY, on the 1st day of July 1855.”

Admiralty, }
8 August 1855. }

JOHN JONES DYER,
Chief Clerk.

RETURN of the Number of CAPTAINS promoted to be ACTIVE REAR ADMIRALS, from the 1st day of January 1850 to the latest Period.

— 50 —

RETURN of SENIOR CAPTAINS placed on the Reserved and Retired REAR ADMIRALS’ and CAPTAINS’ Lists, respectively, from not having served their Time afloat as Captains.

Reserved Rear Admirals	-	-	-	-	-	-	43
Retired Rear Admirals	-	-	-	-	-	-	97
Retired Captains	-	-	-	-	-	-	Nil.

Admiralty, August 1855.

RETURN of the Number of ACTIVE COMMANDERS of Twenty-five Years' standing and upwards, in that Rank, stating the Date of the Commission of the Senior One.

Number	-	-	-	-	-	-	-	-	-	-	18
Date of Commission of Senior	-	-	-	-	-	-	-	-	-	-	24 June 1817

RETURN of the Number of RESERVED COMMANDERS who had previously held the Rank of Lieutenant Twenty-five Years and upwards, stating the Maximum Number of Years.

Number	-	-	-	-	-	-	-	-	-	-	65
Maximum Number of Years	-	-	-	-	-	-	-	-	-	-	44

RETURN of RETIRED COMMANDERS who had previously held the Rank of Lieutenant Twenty-five Years and upwards, stating the Maximum Number of Years.

Number	-	-	-	-	-	-	-	-	-	-	335
Maximum Number of Years	-	-	-	-	-	-	-	-	-	-	43

Admiralty, August 1855.

RETURN of the Number of ACTIVE LIEUTENANTS of Twenty Years' standing and upwards in that Rank, stating the Date of the Commission of the Senior.

Number	-	-	-	-	-	-	-	-	-	-	304
Date of Commission of Senior	-	-	-	-	-	-	-	-	-	-	31 January 1808

RETURN of the RESERVED LIEUTENANTS.

Number	-	-	-	-	-	-	-	-	-	-	677
Date of Commission of Senior	-	-	-	-	-	-	-	-	-	-	29 December 1796

Admiralty, August 1855.

RETURN of the Number of MASTERS promoted to the Rank of COMMANDER, under the Order in Council of 25 June 1851.

No provision was contained in the above-named Order in Council for the promotion of Masters to the rank of Commander.

Admiralty, August 1855.

RETURN of the NUMBER of SURGEONS fit for Service; of ASSISTANT SURGEONS fit for Service; of SURGEONS retired, and unfit for Service at Sea; and of ASSISTANT SURGEONS unfit for Service at Sea.

Number of Surgeons fit for Service	-	-	-	-	-	-	-	-	-	-	308
Number of Assistant Surgeons fit for Service	-	-	-	-	-	-	-	-	-	-	259
Number of Surgeons retired, and unfit for Service at Sea	-	-	-	-	-	-	-	-	-	-	259
Number of Assistant Surgeons unfit for Service at Sea	-	-	-	-	-	-	-	-	-	-	36

Admiralty, August 1855.

RETURN of the Number of MATES, MIDSHIPMEN, VOLUNTEERS, and CADETS, respectively, now in the Navy, and of the Number of CADETS admitted in each of the last Ten Years, and from the 1st day of January to the 1st day of July 1855.

Mates	-	-	-	-	-	-	-	-	-	-	212
Midshipmen	-	-	-	-	-	-	-	-	-	-	334
Volunteers	-	-	-	-	-	-	-	-	-	-	—
Cadets	-	-	-	-	-	-	-	-	-	-	308

Cadets admitted in the last 10 Years :

1845	-	-	-	-	-	190	1851	-	-	-	-	-	82
1846	-	-	-	-	-	226	1852	-	-	-	-	-	95
1847	-	-	-	-	-	174	1853	-	-	-	-	-	86
1848	-	-	-	-	-	141	1854	-	-	-	-	-	150
1849	-	-	-	-	-	97	From 1st January to 1st July 1855						88
1850	-	-	-	-	-	93							

Admiralty, August 1855.

ON the Active List of ADMIRALS, CAPTAINS, COMMANDERS, and LIEUTENANTS respectively, to state the Number in each Rank on FULL PAY, and the Number in each Rank on HALF PAY, on the 1st day of July 1855.

	On Full Pay.	On Half Pay.
Flag Officers - - - - -	18	81
Captains - - - - -	128*	262
Commanders - - - - -	193†	357
Lieutenants - - - - -	886‡	291

* In addition to this number, there were 9 other Captains employed, not borne on the books of any of Her Majesty's Ships; viz.: 3 as Superintendents of Victualling Yards, 2 employed in Foreign Yards, 2 in Transport Service, and 2 in Coast Guard.

† Including 59 in Coast Guard, and 11 in Transport Service.

‡ Including 174 in Coast Guard and Revenue Vessels, and 62 in Transport Service and Contract Steam Vessels.

Admiralty, August 1855.

OFFICERS (NAVY).

RETURNS

RELATING TO

OFFICERS IN THE NAVY.

(*Captain Scobell.*)

*Ordered, by The House of Commons, to be Printed,
10 August 1855.*

RUSSIAN VESSELS.

207

RETURN to an Order of the Honourable The House of Commons,
dated 14 December 1854;—for,

RETURN “ of all VESSELS seized under the Flag of *Russia*, since the 29th day of March 1853, with the Names of the Captains and the Ships that captured the same; specifying the Date of Capture, the Tonnage, the Nature of the Cargo, the Dates when Proceedings were taken in the High Court of Admiralty, the Dates of Condemnation or Restitution, the Amount of Proceeds of the Sale of the Vessel and of the Cargo, the Amount of all Costs, Charges, and Expenses incurred, the Amount of the Balance for Distribution to the Captors, with the Date when Notice of the same was published in the Gazette.”

Admiralty, }
20 March 1855. }

JOHN JONES DYER,
Chief Clerk.

(*Sir George Brooke Pechell.*)

Ordered, by The House of Commons, to be Printed,
27 March 1855.

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RUSSIAN VESSELS.

st which Proceedings have been taken in the High Court of Admiralty of *England*, from the 29th day of March 1854 to the 8th day of February 1855, showing the Name of the Prize, her Master's Name, her Cargo (if any), under what Colours she was captured, and her Tonnage, the Officer, the Date of Capture, the Date when Proceedings were commenced, and the Date of Adjudication, the decretal Part of Sentence, the Amount of the Gross Proceeds, of the Payments thereout, and of the Balance for Distribution, as also the Date when Notice of the Distribution y.

			CAPTOR.		Date of Capture.	Date when Proceedings were Commenced.	Date of Adjudication.	Decretal part of Sentence.	GROSS PROCEEDS.			PAYMENTS THEREOUT.		Balance for Distribution.	Date when Notice of Distribution was Published in Gazette.
Cargo (if any).	Under what Colours Captured.	Tonnage.	NAME of SHIP.	COMMANDING OFFICER.					Particulars.	Amount.	To whom Paid.	Amount.	To whom made.		
		<i>Tons.</i>								<i>£. s. d.</i>		<i>£. s. d.</i>		<i>£. s. d.</i>	
- - -	Danish - -	404	H. M.'s steam ship Alban - -	Henry Charles Otter, Esq. - -	21 April 1854	2 May 1854	21 June 1854	Ship and cargo condemned as prize to the Alban. Save the private adventure of the master restored, with consent of H. M.'s Proctor.	Deposit on cargo - Balance of ditto - Deposit on ship - Balance of ditto -	176 - - 219 10 4 612 10 - 1,837 10 -	Paymaster-General - - ditto - - - - ditto. - ditto.	265 15 10 77 - 9	Marshal - - - H. M.'s Proctor.	- - -	Preliminary notice 8 December 1854, after waiting three months for appeals, as required by law.
- - -	Swedish - -	250	H. M.'s steam ship Alban - -	Henry Charles Otter, Esq. - -	21 April 1854	2 May 1854	29 June 1854	Ship and cargo condemned as prize to the Alban.	Deposit on cargo - Balance of ditto - Deposit on ship - Balance of ditto -	113 12 6 175 6 3 357 10 - 1,072 10 -	Paymaster-General - - ditto - - - - ditto. - ditto.	224 19 11 56 - 3	Marshal - - - H. M.'s Proctor.	- - -	Preliminary notice, 8 December 1854, after waiting three months for appeals, as required by law.
- - -	Russian - -	480	H. M.'s steam ship Tribune - -	Hon. Swinfen Thomas Carnegie -	12 April 1854	3 May 1854	21 June 1854	Ship condemned as prize to Tribune - -	Ship - - -	4,870 - -	Paymaster-General -	218 8 11 109 8 9	Marshal - - - H. M.'s Proctor.	-	
- - -	Russian - -	400	Boat belonging to the coast-guard station at Folkestone, Kent.	George Durbin, Lieutenant, R.N. -	28 April 1854	5 May 1854	29 June 1854	Ship and cargo condemned as prize, and as droits and perquisites of Her Majesty in Her office of Admiralty. Save the private adventure of the master restored (with consent of Admiralty Proctor).	Deposit on cargo - Balance of ditto - Deposit on ship - Balance of ditto -	217 - - 213 17 9 450 - - 1,350 - -	Paymaster-General - - ditto. - ditto. - ditto.	250 11 7	Marshal - - -	-	
- - -	Russian - -	160	Non-commissioned Revenue steam ship Argus.	John Samuel William Grandy, Esq. -	26 April 1854	5 May 1854	29 June 1854	Ship and cargo condemned as prize, and as droits and perquisites of Her Majesty in Her office of Admiralty.	Deposit on cargo - Balance of ditto - Deposit on ship - Balance of ditto -	63 - - 89 6 6 255 - - 765 - -	Paymaster-General - - ditto. - ditto. - ditto.	143 14 8	Marshal - - -	-	
- - -	Russian - -	452	H. M.'s Revenue steam ship Argus -	John Samuel William Grandy, Esq. -	21 April 1854	13 May 1854	31 July 1854	Ship and cargo condemned as prize, and as droits and perquisites of Her Majesty in Her office of Admiralty.	Deposit on cargo - Balance of ditto - Ship - - -	225 - - 269 15 - 2,650 - -	Paymaster-General - - ditto. - ditto.	-			
cork, wheat,	Hanoverian -	170	- - - - -	Charles John Cox, acting landing surveyor of H. M.'s Customs.	1 May 1854	16 May 1854	16 June 1854	Restored; goods claimed by Robert Blagden (with consent of Admiralty Proctor), on payment of freight and expenses.	-						
							21 June 1854	Restored; goods claimed by Joseph James Forrester (with consent of Admiralty Proctor), on payment of freight and expenses.							
							4 July 1854	Restored; goods claimed by John Harris (with consent of Admiralty Proctor), on payment of freight and expenses.							
							16 Dec. 1854	Ship and freight restored to Theodore Schlutow, the claimant.							
- - -	Russian - -	232	H. M.'s Revenue steamer Argus -	John Samuel William Grandy -	23 April 1854	16 May 1854	21 June 1854	Ship and cargo condemned as prize, and as droits and perquisites of Her Majesty in Her office of Admiralty.	Deposit on cargo - Balance of ditto - Deposit on ship - Balance of ditto -	88 12 6 111 12 6 452 10 - 1,357 10 -	Paymaster-General - - ditto. - ditto. - ditto.	183 15 10	Marshal - - -	-	
nd wine -	Russian - -	300	H. M.'s steam ship Tribune - -	Hon. Swinfen Thomas Carnegie -	9 April 1854	16 May 1854	21 July 1854	Ship and unclaimed part of cargo condemned as prize to the Tribune (master's private adventure restored with consent of H. M.'s Proctor).	Deposit on cargo - Balance of ditto - Ship - - - Further part of cargo	150 - - 195 18 7 1,910 - - - 8 9	Paymaster-General - - ditto. - ditto. - ditto.	296 11 8	Marshal - - -	-	
							14 Nov. 1854	Remainder of cargo condemned as prize to Tribune.							
ine - -	Swedish - -	260	H. M.'s steam ship Tribune - -	Hon. Swinfen Thomas Carnegie -	1 May 1854	16 May 1854	29 June 1854	Ship condemned as prize to the Tribune -	Deposit on cargo - Balance of ditto - Ship - - -	240 16 10 318 5 4 910 - -	Paymaster-General - - ditto - - - - ditto - - -	243 6 11 63 - 11 478 2 2	Marshal - - - H. M.'s Proctor. Net proceeds of cargo repaid to claimant.	-	
							8 Dec. 1854	Cargo restored (with consent of H. M.'s Proctor), on payment of freight and expenses, to Lawrence Engstrom, claimant.							

RETURN OF ALL VESSELS SEIZED, AND UNDER WHAT COLOURS CAPTURED, SINCE THE 29TH DAY OF MARCH 1854, WITH THE NAMES OF THE CAPTAINS AND THE SHIPS THAT CAPTURED THE SAME.

RETURN of all Vessels captured as Prize, and against which Proceedings have been taken in the High Court of Admiralty of *England*, from the 29th day of March 1854, to the 8th day of February 1855, &c.—*continued*.

PRIZE.					CAPTOR.		Date of Capture.	Date when Proceedings were Commenced.	Date of Adjudication.	Decretal part of Sentence.	GROSS PROCEEDS.			PAY.
NAME.	MASTER'S NAME.	Her Cargo (if any).	Under what Colours Captured.	Tonnage.	NAME OF SHIP.	COMMANDING OFFICER.					Particulars.	Amount.	To whom Paid.	Amount.
				Tons.								£. s. d.		£. s. d.
11. Mentor - - -	A. M. Eklund - - -	Salt - - -	Russian - - -	506	H. M.'s steam ship Tribune - -	Hon. Swinfen Thomas Carnegie -	13 April 1854	17 May 1854	29 June 1854	Ship and cargo condemned as prize to the Tribune.	Deposit on cargo - Balance of ditto - Deposit on ship - Balance of ditto -	326 17 6 418 13 6 500 - - 1,500 - -	Paymaster-General - - ditto - - - - ditto. - ditto.	337 17 - 78 17 -
12. Johannes - - -	C. J. Sjoman - - -	Salt - - -	Russian - - -	100	H. M.'s Revenue cutter Lion - -	Lieutenant W. Pearn - - -	29 April 1854	17 May 1854	29 June 1854	Ship and cargo condemned as prize, and as droits and perquisites of Her Majesty, in Her office of Admiralty.	Deposit on cargo - Balance of ditto - Deposit on ship - Balance of ditto -	54 16 3 59 9 0 185 - - 555 - -	Paymaster-General - - ditto. - ditto. - ditto.	108 7 -
13. Aland - - -	C. C. Wiren - - -	Salt - - -	Russian - - -	506	H. M.'s ship of war James Watt, and French Imperial ship of war Austerlitz.	George Elliott, Esq., and Louis Amable Laurencin.	15 April 1854	18 May 1854	21 June 1854	Ship and cargo condemned as prize to the James Watt.	Deposit on cargo - Balance of ditto - Ship - - -	392 7 6 431 11 1 2,700 - -	Paymaster-General - - ditto - - - - ditto.	402 4 - 93 3 -
									20 Dec. 1854	French imperial ship of war Austerlitz pronounced joint captor with the James Watt. Net proceeds of prize directed to be divided into 1,800 parts; 946 of such parts or shares apportioned to His Imperial Majesty the Emperor of the French.				
14. Dido - - -	G. W. Holmberg - - -	Salt - - -	Russian - - -	212	H. M.'s ship Imperieuse - - -	Rundel Burges Watson, C.B. - - -	11 April 1854	18 May 1854	31 July 1854	Ship and cargo condemned as prize to the Imperieuse. Save the master's private adventure restored.	Deposit on cargo - Balance of ditto - Deposit on ship - Balance of ditto -	200 - - 185 10 10 215 - - 645 - -	Paymaster-General - - ditto. - ditto. - ditto.	215 3 -
15. Vesta - - -	Nils Pettersen - - -	Salt - - -	Russian - - -	472	H. M.'s Revenue steamer Mermaid -	Henry Stokes, Lieut. R. N. - - -	25 April 1854	18 May 1854	- - -	Released by order of the Lords Commissioners of the Admiralty.	-	-	-	-
16. Fama - - -	Johan Ostman - - -	Salt - - -	Russian - - -	490	H. M.'s Revenue cruiser Peterel -	John Hughes, Esq. - - -	26 April 1854	19 May 1854	21 July 1854	Ship and cargo condemned as prize, and as droits and perquisites of Her Majesty, in Her office of Admiralty.	Deposit on cargo - Balance of ditto - Ship - - -	275 - - 393 8 9 1,750 - -	Paymaster-General - - ditto. - ditto.	-
17. Ida - - -	A. G. Sten - - -	Coffee - - -	Russian - - -	200	H. M.'s ship Gorgon - - -	Arthur Cumming, Esq. - - -	17 April 1854	18 May 1854	29 June 1854	Ship and cargo condemned as prize to the Gorgon.	Deposit on ship - Balance of ditto - Deposit on cargo - Balance of ditto -	207 10 - 622 10 - 1,438 - - 7,725 1 9	Paymaster-General - - ditto - - - - ditto. - ditto.	624 - - 100 6 -
18. Abo - - -	G. A. Goos - - -	Salt, oil, and one box of leeches.	Russian - - -	600	H. M.'s steam ship Tribune - -	Hon. Swinfen Thomas Carnegie -	13 April 1854	20 May 1854	21 July 1854	Ship and unclaimed part of cargo condemned as prize to the Tribune.	Deposit on unclaimed part of cargo - Balance of ditto - Deposit on ship - Balance of ditto -	275 - - 321 15 6 515 - - 1,545 - -	Paymaster-General { - ditto. - ditto. - ditto.	364 9 - 105 12 -
19. Ægir - - -	Anders Oriander - - -	None - - -	Russian - - -	212	H. M.'s steam ship Tribune - -	Hon. Swinfen Thomas Carnegie -	23 April 1854	20 May 1854	31 July 1854	Goods claimed by Quincey Rew, restored on payment of freight expenses.	Deposit - - - Balance - - -	300 - - 750 - -	Paymaster-General - - ditto - - -	114 19 - 81 1 -
20. Carl - - -	C. B. Back - - -	Salt - - -	Russian - - -	378	H. M.'s ship Avon (tender to H. M.'s ship Impregnable).	Robert Boyle Miller, Lieut. R. N. -	25 April 1854	20 May 1854	4 Aug. 1854	Ship and cargo condemned as prize to Avon (tender to Impregnable).	Cargo - - - Ship - - -	262 4 6 1,625 - -	Paymaster-General - - ditto - - -	171 10 - 96 3 -
21. Patriotan - - -	A. Bockelman - - -	Salt - - -	Russian - - -	Lasts. 105	H. M.'s ships of war Magicienne, St. Jean D'Acre, Cressy, Blenheim, Vulture, and Archer.	Thomas Fisher, Esq.; Hon. Henry Keppel; Richard Laird Warren, Esq.; Hon. Frederick Thomas Pelham; Frederick Henry H. Glasse, Esq.; Edmund Heathcote, Esq.	15 April 1854	20 May 1854	30 June 1854	Ship and cargo condemned as prize to Magicienne. Save goods specified in affidavit of Anders Westenholz restored.	Deposit on cargo - Balance of ditto - Deposit on brig - Balance of ditto -	139 - - 7 7 1 255 - - 765 - -	Paymaster-General - - ditto. - ditto. - ditto.	179 6 -
22. Alexander - - -	T. P. Wolsgaard - - -	Salt - - -	Russian - - -	60	H. M.'s steam ship Tribune - -	Hon. Swinfen Thomas Carnegie -	12 April 1854	22 May 1854	29 June 1854	Ship and cargo condemned as prize to Tribune. Save the private adventure of the master.	Deposit on cargo - Balance of ditto - Deposit on ship - Balance of ditto -	137 12 6 160 12 6 382 10 - 1,147 10 -	Paymaster-General - - ditto - - - - ditto. - ditto.	222 5 - 54 19 -
23. Argo - - -	Gustaf Stenman - - -	Molasses - - -	Russian - - -	Tons. 496	H. M.'s Revenue cruiser Eliza -	Patrick O'Malley - - -	6 May 1854	23 May 1854	15 Aug. 1854	Said private adventure restored.	-	-	-	-
										Ship and freight restored to Henry Sharpe, the claimant.				

Return of all Vessels captured as Prize, and against which Proceedings have been taken in the High Court of Admiralty of England, from the 29th day of March 1854, to the 8th day of February 1855, &c.—continued.

			CAPTOR.		Date of Capture.	Date when Proceedings were Commenced.	Date of Adjudication.	Decretal part of Sentence.	GROSS PROCEEDS.			PAYMENTS THEREOUT.		Balance for Distribution.	Date when Notice of Distribution was Published in Gazette.
Cargo (if any).	Under what Colours Captured.	Tonnage.	NAME OF SHIP.	COMMANDING OFFICER.					Particulars.	Amount.	To whom Paid.	Amount.	To whom made.		
		Tons.								£. s. d.		£. s. d.		£. s. d.	
- - -	Russian - -	118	H. M.'s ship of war Conflict - -	John Foote, Esq. - - - -	17 April 1854	24 May 1854	4 Aug. 1854	Ship condemned as prize to Conflict - - Master's private adventure restored (with consent of H. M.'s Proctor).	Ship - - - Cargo - - -	530 - - 146 - 2	Paymaster-General - - ditto - - -	107 10 1 115 11 1	Marshal - - - H. M.'s Proctor.	-	
							4 Nov. 1854	Cargo condemned as prize to Conflict.							
- - -	Russian - -	476	H. M.'s ship of war Conflict - -	John Foote, Esq. - - - -	17 April 1854	24 May 1854	31 July 1854	Ship condemned as prize to Conflict - -	Ship - - -	2,660 - -	Paymaster-General -	145 18 7 79 - 5 7 4 -	Marshal - - - H. M.'s Proctor. - ditto.	-	
- - -	Russian - -	241	H. M.'s ship of war Conflict - -	John Foote, Esq. - - - -	17 April 1854	24 May 1854	15 Aug. 1854	Ship and cargo condemned as prize to Conflict.	Cargo - - - Ship - - -	126 7 - 1,760 - -	Paymaster-General - - ditto - - -	131 18 7 119 15 7	Marshal - - - H. M.'s Proctor.	-	
- - -	Russian - -	241	H. M.'s ship of war Conflict - -	John Foote, Esq. - - - -	16 April 1854	24 May 1854	15 Aug. 1854	Ship and cargo condemned as prize to Conflict.	Cargo - - - Ship - - -	136 7 - 1,760 - -	Paymaster-General - - ditto - - -	142 3 8 114 19 4	Marshal - - - H. M.'s Proctor.	-	
- - -	Russian - -	90	H. M.'s ship Euryalus - - -	George Ramsay, Esq. - - -	16 April 1854	29 May 1854	31 July 1854	Ship condemned as prize to Euryalus - -	Deposit on ship Balance of ditto	100 - - 200 - -	Paymaster-General - - ditto - - -	99 8 5 45 18 7	Marshal - - - H. M.'s Proctor.	-	
- - -	- - -	-	H. M.'s steam ship Bulldog - -	Wm. King Hall, Esq. - - -	- - -	31 May 1854	16 June 1854	Ship and cargo restored, by the directions of the Lords Commissioners of the Admiralty, to Lars Eric Wallen and Frantz Brenner, of Helsingfors, merchants, the owners thereof.	-						
- - -	Russian - -	250	H. M.'s steam ship Bulldog - -	Wm. King Hall, Esq. - - -	5 May 1854	1 June 1854	4 Aug. 1854 4 Nov. 1854	Ship condemned as prize to Bulldog - - Cargo condemned as prize to Bulldog.	Deposit on cargo Balance of ditto Deposit on ship Balance of ditto	125 - - 163 15 - 150 - - 450 - -	Paymaster General - - ditto - - - - ditto. - ditto.	192 19 3 105 15 4	Marshal - - - H. M.'s Proctor.	- - -	Preliminary notice, 13 February 1855, after waiting three months for appeals, as required by law.
and two bags of s.	Russian - -	326	H. M.'s ships Valorous and Vulture -	Claude Henry Mason Buckle, Esq., and Frederick Henry H. Glasse, Esq.	8 May 1854	1 June 1854	21 July 1854	Ship condemned as prize to the Valorous and Vulture. Cargo of salt restored to Elias Charles Unonius, the claimant.	Ship - - - Two bags corks -	1,550 - - - 8 9	Paymaster-General - - ditto - - -	141 1 1 110 8 9 45 13 2 21 17 10	Marshal - - - H. M.'s Proctor. { Navy Agents for Valorous. { Navy Agents for Vulture.	- - -	Preliminary notice, 8 December 1854, after waiting three months for appeals as required by law.
- - -	Russian - -	Lasts. 110	H. M.'s ships Amphion and Cruiser	Astley Cooper Key, Esq., and Hon. George Douglas.	28 April 1854	7 June 1854	4 Aug. 1854	Ship and cargo condemned as prize to Amphion and Cruiser.	Cargo - - - Ship - - -	345 7 9 1,110 - -	Paymaster-General - - Ditto - - -	156 8 6 93 14 1	Marshal - - - H. M.'s Proctor.	-	
- - -	Russian - -	Tons. 71	H. M.'s ships Amphion and Cruiser	Astley Cooper Key, Esq., and Hon. George Douglas.	29 April 1854	9 June 1854	15 Aug. 1854	Ship condemned as prize to Amphion and Cruiser.	Deposit on ship Balance of ditto	80 - - 240 - -	Paymaster-General - - ditto - - -	67 7 7 74 6 -	Marshal - - - H. M.'s Proctor.	-	
sugar and e.	Russian - -	141	H. M.'s ship Odin - - -	Francis Scott, Esq. - - -	24 April 1854	9 June 1854	15 Aug. 1854	Ship and cargo condemned as prize to Odin	Deposit on ship Balance of ditto Deposit on cargo Balance of ditto Iron caboose	270 - - 810 - - 25 - - 27 3 10 1 12 8	Paymaster-General - - ditto - - - - ditto - - - - ditto. - ditto.	101 19 5 80 15 11 51 13 - - -	Marshal - - - H. M.'s Proctor. Navy Agent.	899 8 2	Preliminary notice, 8 December 1854, after waiting three months for appeals as required by law.
										1,133 16 6		234 8 4			
and hemp	Mecklenburg -	220	The officers of Customs in the port of Hull - - - -	- - - -	1 June 1854	27 June 1854	4 July 1854	1,298 quarters of wheat restored, on payment of freight and expenses, to William Valentine, claimant (with consent of Admiralty Proctor).	Ship - - - Freight - - - Ditto - - - Ditto - - -	2,200 - - 177 2 6 33 - 2 76 10 5	Paymaster-General - Registrar. - ditto. - ditto.	-			Notice for distribution dated 12 January 1855.
							18 July 1854	Goods, specified in claim of John Fleming, restored on payment of freight and expenses (with consent of Admiralty Proctor).							
							6 Dec. 1854	Ship and freight condemned as prize, and as droits and perquisites of Her Majesty, in Her office of Admiralty.							

RETURN of all Vessels captured as Prize, and against which Proceedings have been taken in the High Court of Admiralty of *England*, from the 29th day of March 1854, to the 8th day of February 1855, &c.—*continued*.

PRIZE.					CAPTOR.		Date of Capture.	Date when Proceedings were Commenced.	Date of Adjudication.	Decretal part of Sentence.	GROSS PROCEEDS.			PAID.
NAME.	MASTER'S NAME.	Her Cargo (if any).	Under what Colours Captured.	Tonnage.	NAME of SHIP.	COMMANDING OFFICER.					Particulars.	Amount.	To whom Paid.	Amount.
				Tons.								£. s. d.		£. s. d.
36. Æolus - - -	- - - - -	Rags - - -	Danish - -	72	The officers of Customs in the port of	Leith - - - - -	- June 1854	19 June 1854	23 Aug. 1854	Restored 40 bales of rags to Hugh Sommerville; 109 ditto to Alex. Annandale; 78 ditto to Edwd. Collins, on payment of freight and expenses.	Freight - - - -	25 10 5	—	—
37. Amalie - - -	- - - - -	Coals and herrings -	Danish - -	300	The officers of Customs in the port of	Leith - - - - -	30 May 1854	19 June 1854	22 Nov. 1854	Restored 6 bales and loose sacking rags, marked R C \$1/6 5; 13 bales of mixed woollen rags, marked X=1/13 W.; and 7 bags of mixed woollen rags, marked I=1/7 W., on payment of freight and expenses.	—	—	—	—
38. Baltica - - -	- - - - -	Linseed - - -	Danish - -	171	The officers of Customs in the port of	Leith - - - - -	- June 1854	19 June 1854	—	Cargo restored to Jacob Christiansen, claimant, reserving question as to costs and damages.	—	—	—	—
39. Ostsee - - -	A. F. Voss - - -	Wheat - - -	Mecklenburg -	238	H. M.'s ship Alban - - -	Henry Charles Otter, Esq. - - -	1 June 1854	3 July 1854	19 Aug. 1854	Ship and cargo restored, but without costs and damages, to Theodore Heinrich Gustav Schacht, the claimant thereof.	—	—	—	—
40. John - - -	Ernst T. Schulz - - -	None - - -	Danish - -	130	The officers of Her Majesty's Customs in the South West India Docks - - -	- - - - -	16 June 1854	7 July 1854	—	—	—	—	—	—
41. Polka - - -	- - - - -	None - - -	Russian - -	56	H. M.'s ships Amphion and Conflict -	Astley Cooper Key, Esq., and Arthur Cumming, Esq. -	17 May 1854	29 May 1854	15 Aug. 1854	Ship condemned as prize to the Amphion and Conflict.	Polka, and seven others	2,459 6 -	Paymaster-General -	43 13
42. Louisa - - -	- - - - -	None - - -	Russian - -	60	H. M.'s ships Amphion and Conflict -	Astley Cooper Key, Esq., and Arthur Cumming, Esq. -	17 May 1854	29 May 1854	15 Aug. 1854	Ship condemned as prize to the Amphion and Conflict.	See Polka and others, No. 41.	- - -	- - -	24 17
43. Livonia - - -	- - - - -	None - - -	Russian - -	-	H. M.'s ships Amphion and Conflict -	Astley Cooper Key, Esq., and Arthur Cumming, Esq. -	17 May 1854	29 May 1854	15 Aug. 1854	Ship condemned as prize to the Amphion and Conflict.	See Polka and others, No. 41.	- - -	- - -	24 17
44. Louise Annalie - - -	- - - - -	None - - -	Russian - -	55	H. M.'s ships Amphion and Conflict -	Astley Cooper Key, Esq., and Arthur Cumming, Esq. -	17 May 1854	29 May 1854	15 Aug. 1854	Ship condemned as prize to the Amphion and Conflict.	See Polka and others, No. 41.	- - -	- - -	24 17
45. Johan Carl - - -	- - - - -	None - - -	Russian - -	56	H. M.'s ships Amphion and Conflict -	Astley Cooper Key, Esq., and Arthur Cumming, Esq. -	17 May 1854	29 May 1854	15 Aug. 1854	Ship condemned as prize to the Amphion and Conflict.	See Polka and others, No. 41.	- - -	- - -	24 17
46. Alexander - - -	- - - - -	None - - -	Russian - -	-	H. M.'s ships Amphion and Conflict -	Astley Cooper Key, Esq., and Arthur Cumming, Esq. -	17 May 1854	29 May 1854	15 Aug. 1854	Ship condemned as prize to the Amphion and Conflict.	See Polka and others, No. 41.	- - -	- - -	24 17
47. Anna Catarina - - -	- - - - -	None - - -	Russian - -	90	H. M.'s ships Amphion and Conflict -	Astley Cooper Key, Esq., and Arthur Cumming, Esq. -	17 May 1854	29 May 1854	15 Aug. 1854	Ship condemned as prize to the Amphion and Conflict.	See Polka and others, No. 41.	- - -	- - -	24 17
48. Name unknown - - -	- - - - -	None - - -	Russian - -	85	H. M.'s ships Amphion and Conflict -	Astley Cooper Key, Esq., and Arthur Cumming, Esq. -	17 May 1854	29 May 1854	15 Aug. 1854	Ship condemned as prize to the Amphion and Conflict.	See Polka and others, No. 41.	- - -	- - -	24 17
49. Franciska - - -	M. Mechelsen - - -	Wine and salt - -	Danish - -	125	H. M.'s ship Cruizer - - -	Hon. George Henry Douglas - - -	22 May 1854	13 July 1854	27 Jan. 1855	Ship and freight condemned as prize to Cruizer.	—	—	—	—
50. Union - - -	J. F. Von Barm - - -	Bricks, tea, and raisins	Danish - -	141	H. M.'s ship Cruizer - - -	Hon. George Henry Douglas - - -	21 May 1854	13 July 1854	3 Feb. 1855	Ship and cargo condemned as prize to Cruizer.	—	—	—	—
51. Nornen - - -	Jens Dahl - - -	Hemp and rye - -	Norwegian - -	95	H. M.'s ships Archer and Amphion -	Edmund Heathcote, Esq., and Astley Cooper Key, Esq. -	1 June 1854	13 July 1854	3 Feb. 1855	Ship and cargo condemned as prize to the Archer and Amphion.	—	—	—	—
52. Johanna Maria - - -	A. F. Lindtner - - -	Rye and hemp - -	Norwegian - -	81	H. M.'s ship Archer - - -	Edmund Heathcote, Esq. - - -	25 May 1854	13 July 1854	3 Feb. 1855	Ship and cargo condemned as prize to Archer.	—	—	—	—
53. Augusta - - -	- - - - -	Salt - - -	Russian - -	-	H. M.'s ships Arrogant and Hecla -	Hastings Reginald Yelverton, Esq., and William Hutchinson Hall, Esq. -	20 May 1854	13 July 1854	15 Aug. 1854	Ship and cargo condemned as prize to Arrogant and Hecla.	Deposit on cargo -	187 10 -	Paymaster-General -	251 9
54. Jeanne Marie - - -	J. L. C. Kelle - - -	Hemp and hempseed	Netherland - -	120	H. M.'s ship Archer - - -	Edmund Heathcote, Esq. - - -	30 May 1854	13 July 1854	8 Feb. 1855	Ship and freight condemned as prize to the Archer; cargo restored to George Schenck, the claimant.	Balance of ditto -	207 13 -	- ditto - - -	34
											Deposit on ship -	480 - -	- ditto - - -	
											Balance of ditto -	1,440 - -	- ditto -	

Return of all Vessels captured as Prize, and against which Proceedings have been taken in the High Court of Admiralty of *England*, from the 29th day of March 1854, to the 8th day of February 1855, &c.—*continued*.

Cargo (if any).	Under what Colours Captured.	Tonnage.	CAPTOR.		Date of Capture.	Date when Proceedings were Commenced.	Date of Adjudication.	Decretal part of Sentence.	GROSS PROCEEDS.			PAYMENTS THEREOUT.		Balance for Distribution.	Date when Notice of Distribution was Published in Gazette.
			NAME OF SHIP.	COMMANDING OFFICER.					Particulars.	Amount.	To whom Paid.	Amount.	To whom made.		
at - - -	Danish - -	Tons. 130	The officers of Her Majesty's Customs at the port of Leith - - -	- - -	22 June 1854	5 July 1854	29 Dec. 1854	Ship and cargo condemned as prize, and as droits and perquisites of Her Majesty in Her office of Admiralty.	Ship - - - Cargo - - -	£. s. d. 1,450 - - 2,248 3 8	Paymaster-General - - ditto.	£. s. d. —	-	£. s. d.	
and pitch - -	British - -	151	The officers of Her Majesty's Customs at the port of Leith - - -	- - -	10 or 11 July 1854.	12 July 1854	29 July 1854	Cargo restored (with consent of Admiralty Proctor), on payment of freight and expenses, to John Kay Wishart, the claimant.	Freight on cargo -	480 9 4	Paymaster-General -	480 9 4	James Clark, claimant.	—	
							13 Oct. 1854	Ship and freight restored, on payment of expenses, to James Clark, the claimant.							
er - - -	Danish - -	412	The officers of Her Majesty's Customs in the port of Grimsby - - -	- - -	About 18 June 1854.	17 July 1854	13 Oct. 1854	Ship condemned as prize, and as droits and perquisites of Her Majesty in Her office of Admiralty.	Ship - - -	3,100 - -	—				
er, hemp, and ves.	Netherland - -	110	H. M.'s ship Archer - - -	Edmund Heathcote, Esq. - -	25 May 1854	18 July 1854	3 Feb. 1855	Ship and freight, and unclaimed part of cargo, condemned as prize to Archer. Part of cargo restored to George Schenck, claimant, on payment of freight and expenses.	—						
and coal tar -	Danish - -	107	H. M.'s ship Conflict - - -	Arthur Cumming, Esq. - -	25 May 1854	18 July 1854	3 Feb. 1855	Ship and cargo condemned as prize to Conflict.	—						
- - -	Dutch - -	99 (Dutch.)	H. M.'s ship Archer - - -	Edmund Heathcote, Esq. - -	23 May 1854	18 July 1854	3 Feb. 1855	Ship and freight condemned as prize to Archer. Cargo restored on payment of freight and expenses, to Henry William Segeleke, the claimant.	—						
- - -	Lubeck - -	100	The officers of Her Majesty's Customs at Liverpool - - -	- - -	11 Aug. 1854	24 Aug. 1854	18 Oct. 1854	Ship condemned as prize, and as droits and perquisites of Her Majesty in Her office of Admiralty.	Ship - - -	800 - -	Paymaster-General -	—			
- - -	Danish - -	124	The officers of Her Majesty's Customs at the port of Hull - - -	- - -	28 Aug. 1854	6 Sept. 1854	10 Oct. 1854	Cargo restored, on payment of freight and expenses (with consent of Admiralty Proctor), to Alexander Schlusser, the claimant.	Ship - - - Freight - - -	1,100 - - 647 18 9	Paymaster-General - Registrar.	—			
							18 Oct. 1854	Ship and freight condemned as prize, and as droits and perquisites of Her Majesty in Her office of Admiralty.	—						
e, gin, tobacco, cigars.	Dutch - -	21 (Dutch.)	H. M.'s ship Archer - - -	Edmund Heathcote, Esq. - -	3 Sept. 1854	16 Sept. 1854	—								
and mats for nage.	Swedish - -	67	H. M.'s ship Cruizer - - -	Hon. George Henry Douglas - -	21 June 1854	9 Sept. 1854	—								
- - -	Moldavian - -	350	H. M.'s Revenue cruiser Lively -	Lieutenant Robert John St. Aubin -	8 or 9 Sept. 1854.	22 Sept. 1854	1 Nov. 1854	Ship and cargo restored (with consent of Admiralty Proctor), on payment of expenses, to John Swan, the claimant.	—						
- - -	Danish - -	Lasts. 77½	The officers of Her Majesty's Customs at Dundee in North Britain - -	- - -	25, 26, or 27 July 1854.	18 Sept. 1854	4 Nov. 1854	Ship and freight condemned as prize, and as droits and perquisites of Her Majesty in Her office of Admiralty.	Ship - - - Freight - - -	920 - - 254 1 9	Paymaster-General - Registrar.	—			
h - - -	Russian - -	Tons. 110	H. M.'s ship Miranda - - -	Edward Mowbray Lyons, Esq. -	28 Aug. 1854	6 Oct. 1854	4 Nov. 1854	Ship and cargo condemned as prize to Miranda.	Ship - - -	440 - -	Paymaster-General -	—			
- - -	Dutch - -	115	H. M.'s ship Cruizer - - -	Hon. George Henry Douglas - -	18 June 1854	6 Oct. 1854	—								
- - -	Hanoverian - -	140	H. M.'s ship Conflict - - -	Arthur Cumming, Esq. - -	2 July 1854	6 Oct. 1854	—								
h - - -	Russian - -	Pounds. 12,000	H. M.'s ship Miranda - - -	Edward Mowbray Lyons, Esq. -	About 30 Aug. 1854.	10 Oct. 1854	4 Nov. 1854	Ship and cargo condemned as prize to Miranda.	Ship - - -	790 - -	Paymaster-General -	—			
- - -	Russian - -	- - -	H. M.'s ship Conflict - - -	Arthur Cumming, Esq. - -	About 23 June 1854.	23 Aug. 1854	6 Oct. 1854	Ship condemned as prize to Conflict - -	—						
- - -	Russian - -	- - -	H. M.'s ship Conflict - - -	Arthur Cumming, Esq. - -	About 23 June 1854.	23 Aug. 1854	6 Oct. 1854	Ship condemned as prize to Conflict - -	—						

RETURN OF ALL VESSELS, AND UNDER WHAT COLOURS CAPTURED, SINCE THE 29TH DAY OF MARCH 1854, WITH THE NAMES OF THE CAPTAINS AND THE SHIPS THAT CAPTURED THE SAME.

RETURN of all Vessels captured as Prize, and against which Proceedings have been taken in the High Court of Admiralty of *England*, from the 29th day of March 1854, to the 8th day of February 1855, &c.—*continued*.

PRIZE.					CAPTOR.		Date of Capture.	Date when Proceedings were Commenced.	Date of Adjudication.	Decretal part of Sentence.	GROSS PROCEEDS.			PAYMENT.
NAME.	MASTER'S NAME.	Her Cargo (if any).	Under what Colours Captured.	Tonnage.	NAME OF SHIP.	COMMANDING OFFICER.					Particulars.	Amount.	To whom Paid.	Amount.
				Tons.								£. s. d.		£. s. d.
73. Concordia - - -	- - - - -	None - - -	Russian - - -	- - -	H. M.'s ship Conflict - - -	Arthur Cumming, Esq. - - -	About 23 June 1854.	23 Aug. 1854	6 Oct. 1854	Ship condemned as prize to Conflict - - -	—		—	
74. Atlantic - - -	Starkings - - -	Guano - - -	British - - -	368	The officers of Her Majesty's Customs in the port of Leith - - -	- - -	26 Sept. 1854	11 Oct. 1854	4 Dec. 1854	Cargo restored (with consent of Admiralty Proctor), on payment of freight and expenses, to Joseph Edmund Robinson, the claimant.	Freight (on account) Ship - - -	500 - - 2,494 13 6	Registrar - - - Paymaster-General.	—
75. Esse - - -	- - - - -	None - - -	Hanoverian - - -	73	The officers of Her Majesty's Customs in the port of Leith - - -	- - -	11 Oct. 1854	11 Oct. 1854	17 Nov. 1854	Ship and freight condemned as prize, and as droits and perquisites of Her Majesty in Her office of Admiralty.	—		—	
76. Elize, otherwise Elise Wilhelmine.	- - - - -	Tar and mats - - -	Danish - - -	108	The officers of Her Majesty's Customs in the port of Leith - - -	- - -	11 Oct. 1854	11 Oct. 1854	22 Nov. 1854	Ship restored (with consent of Admiralty Proctor), to Sander Sanders, the claimant thereof.	—		—	
77. Volga, otherwise Wolga	W. Antonoff - - -	Rye meal, and barley groats.	Russian - - -	Pounds. 8,000	H. M.'s ships Miranda and Eurydice	Edmund M. Lyons, Esq., and Erasmus Ommaney, Esq.	- June 1854	20 Oct. 1854	22 Nov. 1854	Cargo restored, with costs and damages, to Robert Mackay Smith, the claimant thereof.	—		—	
78. Ellida - - -	O. B. Höge man - - -	None - - -	Swedish - - -	Lasts. 32	H. M.'s ship Cruizer - - -	Hon. George Henry Douglas - - -	8 July 1854	27 Oct. 1854	—	Ship and cargo condemned as prize to Miranda and Eurydice.	Deposit on cargo - Balance of ditto - Ship - - -	450 - - 902 8 8 670 - -	Paymaster-General - - ditto. - ditto.	256 4 1
79. Magle - - -	H. A. Hansen - - -	Coal - - -	Danish - - -	Tons. 85	H. M.'s ship Archer - - -	Edmund Heathcote, Esq. - - -	4 June 1854	28 Oct. 1854	—	—	—		—	
80. Anna Maria - - -	H. A. Lorentzen - - -	Wheat - - -	Danish - - -	45	H. M.'s ship Archer - - -	Edmund Heathcote, Esq. - - -	7 June 1854	28 Oct. 1854	—	—	—		—	
81. Fortuna - - -	H. C. Thomsen - - -	None - - -	Danish - - -	Lasts. 16½	H. M.'s ship Archer - - -	Edmund Heathcote, Esq. - - -	3 June 1854	2 Nov. 1854	—	—	Part of cargo - - -	244 4 5	Paymaster-General -	—
82. Themis - - -	K. Lorentzen - - -	None - - -	Danish - - -	Tons. 75	H. M.'s ship Cruizer - - -	Hon. George Henry Douglas - - -	25 June 1854	6 Nov. 1854	—	—	—		—	
83. Leucade - - -	S. Arronis - - -	- - - - -	Ionian - - -	149	H. M.'s ship Firebrand - - -	Hyde Parker, Esq. - - -	14 May 1854	7 Nov. 1854	—	—	—		—	
84. Rapida - - -	P. Bockelman - - -	Tallow and bones - - -	British - - -	399	The officers of H. M.'s Customs in the port of Liverpool - - -	- - -	- - -	14 Nov. 1854	24 Nov. 1854	Goods specified in claim of Alexander Rossi Lafone restored (with consent of Admiralty Proctor), on payment of freight and expenses.	Freight - - -	767 17 8	Registrar - - -	—
85. Kotka - - -	A. L. Bergstrom - - -	General cargo from Calcutta.	Hamburgh - - -	493	The officers of H. M.'s Customs in the port of London - - -	- - -	3 Nov. 1854	15 Nov. 1854	2 Dec. 1854	Ship and freight and unclaimed part of cargo condemned as prize, and as droits and perquisites of Her Majesty in Her office of Admiralty.	—		—	
86. Ceres - - -	A. Christiansen - - -	Deals - - -	Danish - - -	310	The officers of H. M.'s Customs in the port of Hull - - -	- - -	2 Nov. 1854	20 Nov. 1854	—	Goods specified in claim of Augustus Wattenbach restored (with consent of Admiralty Proctor), on payment of freight and expenses.	Freight - - - - ditto - - - Ship - - -	3,158 8 4 100 - - 3,570 - -	Registrar - - - - ditto. Paymaster-General.	—
87. Pandia - - -	- - - - -	Linseed - - -	Tuscan - - -	455 (Tuscan measurement.)	The officers of H. M.'s Customs in the port of Hull - - -	- - -	23 Nov. 1854	24 Nov. 1854	10 Jan. 1855	Goods specified in claim of Daniel Backhouse Syers restored (with consent), on payment of freight and expenses.	—		—	
88. Ajos Joannes o Prodromos.	T. Vokos - - -	Russian troops and military stores.	Greek - - -	385	H. M.'s ship Highflyer - - -	John Moore, Esq. - - -	10 May 1854	11 Dec. 1854	—	Ship and freight condemned as prize, and as droits and perquisites of Her Majesty in Her office of Admiralty.	—		—	
89. Klisova - - -	Carvonis - - -	Russian troops and military stores.	Greek - - -	186	H. M.'s ship Retribution - - -	Hon. James Robert Drummond - - -	10 May 1854	11 Dec. 1854	—	Cargo restored (with consent of Admiralty Proctor) to Richard Hill, the claimant thereof.	—		—	
90. San Spiridione - - -	C. Metaxa - - -	Oil and salt - - -	Ionian - - -	100	H. M.'s ships Sidon and Fury - - -	George Goldsmith, Esq., and Edward Tatham, Esq.	About 10 May 1854	11 Dec. 1854	—	Ship and freight restored (with consent of Admiralty Proctor) to Michael Emmanuel Rodocanachi, the claimant thereof.	—		—	
											Part of cargo - - -	35 2 5	Paymaster-General -	—

RETURN OF ALL VESSELS SEIZED, AND UNDER WHAT COLOURS CAPTURED, SINCE THE 29TH DAY OF MARCH 1854, WITH THE NAMES OF THE CAPTAINS AND THE SHIPS THAT CAPTURED THE SAME.

RETURN of all Vessels captured as Prize, and against which Proceedings have been taken in the High Court of Admiralty of *England*, from the 29th day of March 1854, to the 8th day of February 1855, &c.—*continued*.

Cargo (if any).	Under what Colours Captured.	Tonnage.	CAPTOR.		Date of Capture.	Date when Proceedings were Commenced.	Date of Adjudication.	Decretal part of Sentence.	GROSS PROCEEDS.			PAYMENTS THEREOUT.		Balance for Distribution.	Date when Notice of Distribution was Published in Gazette.
			NAME OF SHIP.	COMMANDING OFFICER.					Particulars.	Amount.	To whom Paid.	Amount.	To whom made.		
		<i>Tons.</i>								<i>£. s. d.</i>		<i>£. s. d.</i>		<i>£. s. d.</i>	
and lath-	Danish - -	355	The officers of Her Majesty's Customs at Belfast - - - - -		25 Nov. 1854	5 Dec. 1854	12 Jan. 1855	Cargo restored (with consent of Admiralty Proctor), on payment of freight, to John Dunn, the claimant thereof.	Freight - - -	205 5 6	Registrar - - -	—			
- -	Danish - -	383	Catchpole, an officer of Her Majesty's Customs for the port of Hull - - -		11 Dec. 1854	18 Dec. 1854	—								
- -	Russian - -	- -	H. M.'s ship Firebrand - - - -	Hyde Parker, Esq. - - - -	24 April 1854	18 Jan. 1855	- - - -	- - - - -	Ship and cargo -	405 16 5	Paymaster-General -	—			
- -	Russian - -	- -	H. M.'s ship Niger; H. M.'s ship Retribution; French Imperial ship of war Descartes.	Leopold George Heath, Esq.; Hon. James Robert Drummond.	Between 13 & 16 April 1854.	18 Jan. 1855	—								
- -	Russian - -	- -	- ditto - - - - -	- ditto - - - - -	Between 13 & 16 April 1854.	18 Jan. 1855	—								
- -	Russian - -	- -	- ditto - - - - -	- ditto - - - - -	Between 13 & 16 April 1854.	—	—								
- -	Russian - -	- -	- ditto - - - - -	- ditto - - - - -	Between 13 & 16 April 1854.	18 Jan. 1855	—								
- -	Russian - -	<i>Lasts.</i> 45	- ditto - - - - -	- ditto - - - - -	14 April 1854	18 Jan. 1855	—								
- -	Russian - -	45	- ditto - - - - -	- ditto - - - - -	14 April 1854	18 Jan. 1855	—								
- -	Russian - -	- -	- ditto - - - - -	- ditto - - - - -	Between 13 & 16 April 1854.	—	—								
- -	Russian - -	- -	- ditto - - - - -	- ditto - - - - -	Between 13 & 16 April 1854.	—	—								
- -	Russian - -	- -	- ditto - - - - -	- ditto - - - - -	Between 13 & 16 April 1854.	—	—								
- -	Russian - -	- -	- ditto - - - - -	- ditto - - - - -	Between 13 & 16 April 1854.	—	—								
- -	Russian - -	- -	H. M.'s Steam vessel Cuckoo - -	Lieutenant Augustus George Ernest Murray.	27 June 1854	13 Jan. 1855	13 Jan. 1855	Pronounced ship to have been taken and destroyed by the Cuckoo, and to have been an armed ship or vessel of war belonging to enemies of the Crown of Great Britain. And also, that there were alive on board thereof, at the commencement of the engagement in which the same was so taken and destroyed, 60 persons.	—						
- -	Tuscan - -	<i>Tons.</i> 392	The officers of H. M.'s Customs at the Port of Hull - - - - -		10 Jan. 1855	17 Jan. 1855	—								

from the records of the High Court of Admiralty of England, of all vessels captured as prize, and against which proceedings have been taken on the 8th day of February 1855, showing the name of the prize, her master's name, her cargo (if any), under what colours she was captured, the commanding officer, the date of capture, the date when proceedings were commenced, and the date of adjudication, the decretal part of the sentence, and of the balance for distribution in each case respectively.

is incomplete, as several of the vessels, against which proceedings have been commenced, have not yet been adjudicated upon; others, though the prizes have been realised, or the payments chargeable thereon have not yet been made.

and the date of capture, have been ascertained as far as it was possible to do so, but in some instances no mention of these particulars is to be found.

taken, is that on which the Court first had cognizance of the matter. But in all cases in which the prizes have been taken to an outport, the witnesses were received by me from the standing Commissioners at the outport, by whom the witnesses would have been previously examined; and

and in the case of vessels taken to Malta, where there is also a standing Commission, a very considerable time would elapse after the witnesses have been examined, and before the papers have been transmitted to and received by me, and the proceedings commenced in this Court.

Admiralty Registry, Doctors' Commons,
22 February 1855.

H. C. Rothery,
Registrar.

I hereby certify, that the dates when notices were published in the Gazette, relative to the distribution of naval prize-money, have been inserted in the last column of the foregoing Return; and that 5*l.* per centum will be abated from the net proceeds, under Act 10 Geo. 4, c. 26, s. 17, and paid over to the Consolidated Fund.

Admiralty, 27 February 1855.

R. M. Bromley,
Accountant-General of the Navy.

RUSSIAN VESSELS.

RETURN of all VESSELS Captured as PRIZE,
and against which Proceedings have been
taken in the High Court of Admiralty of
England, from the 29th March 1854, to the
8th February 1855, &c.

(*Sir George Brooke Pechell.*)

Ordered, by The House of Commons, to be Printed,
27 March 1855.

SEA OF AZOFF, &c.

COPIES of certain CORRESPONDENCE that has passed between the Admiralty and Vice-Admiral *D. Dundas*, respecting the BLOCKADE of the SEA OF AZOFF, and the Western Shores of the CRIMEA, and the BOMBARDMENT of ODESSA.

Admiralty, }
11 June 1855. }

JOHN JONES DYER,
Chief Clerk.

(No. 622.)

COPY of a LETTER from the Secretary to the Admiralty to Vice-Admiral
D. Dundas.

Sir,

Admiralty, 13 October 1854.

I AM commanded by my Lords Commissioners of the Admiralty, with reference to the operations of the fleet under your orders, to call your special and particular attention to the necessity of exercising the utmost vigilance and care in preventing the movement of craft of all descriptions proceeding out of the Bay of Kherson and the River Dniester; and I am to signify their directions to you to take every precaution in your power to prevent communication with the Crimea from ports in that direction.

My Lords are further of opinion that whenever the means at your disposal will admit, proper measures should be concerted with your colleagues in command of the allied forces, for obtaining an entrance by the Gulf of Kertch into the Sea of Azoff, with a view to interrupt the communications of the enemy with the eastern shores of the Crimea, to which their Lordships have always attached the greatest importance.

In concert likewise with your colleagues, my Lords consider that no opportunities should be lost to occupy the attention of the enemy by frequent attacks upon all parts of the coast, extending from the mouths of the Danube to the Isthmus of Perekop, and that any proper opportunity for the bombardment of Odessa should not be omitted.

I am, &c.
(signed) *W. A. B. Hamilton*.

(No. 541.)

EXTRACTS of a DESPATCH from Vice-Admiral *Dundas* to the Secretary of the Admiralty; dated "Britannia," off the Katscha, 27 October 1854.

(Received 12 November.)

Sir,

WITH reference to your letter, No. 622, of the 13th instant, I beg you will acquaint the Lords Commissioners of the Admiralty that the "Sidon" and "Inflexible," together with two French steamers of war, have been most active

active * * * in preventing any force from entering the Crimea from Odessa by the Bay of Kherson. * * * I have always been fully aware of the value of the Sea of Azoff to the enemy, and that could only be attained by the possession of Kertch. Some weeks ago I urged that 2,000 men should be embarked for that place; but their Lordships are aware that, from disease and the action at Alma, our troops have suffered great loss, and the French admiral, when he applied to his general for assistance to attack Kertch, was told of the impossibility of sending a man. The last report, by a neutral, that we have is, that the navigation through the straits at Kertch is entirely prevented by the enemy sinking ships and stones; and, under existing circumstances, all I can do is, when I have steamers to spare from the duty here, to send them off the port, to damage the enemy as much as possible.

It is necessary to observe that no troops have ever passed by sea to or from Anapa, all go by land through Kertch, and that the "Wasp," which vessel recently arrived from off Anapa and Soujak, reports that the garrisons of those places are 8,000 or 10,000 strong, so that without a military force it is impossible for me to act.

* * * * *

(signed) *J. W. D. Dundas.*

(No. 571.)

EXTRACT of a LETTER from Vice-Admiral *Dundas* to the Secretary of the Admiralty; with Enclosure from Vice-Admiral *Hamelin*; dated "Britannia," off the Katscha, 8 November 1854.

(Received November 22.)

Sir,

I BEG you will acquaint the Lords Commissioners of the Admiralty that on the arrival of the "Sphinx," "Gladiator," and "Stromboli," I prepared a squadron for the purpose of bombarding Odessa, and have obtained the consent of Vice-Admiral Hamelin for the co-operation of the French steam frigate "Cacique," already employed off Odessa with Captain Goldsmith of the "Sidon."

2. Yesterday I received from Admiral Hamelin a letter, of which I enclose a copy, and I have consequently postponed the bombardment for the present.

* * * * *

I have, &c.
(signed) *J. W. D. Dundas.*

Enclosure.

Vice-Admiral *Hamelin* to Vice-Admiral *Dundas*.

Mon Cher Amiral,

"Ville de Paris," le 7 Novembre 1854.

Je reçois à l'instant, une lettre du Général Canrobert, lequel me mande qu'il est d'accord avec Lord Raglan, pour trouver qu'une démonstration de bâtimens-à-vapeur allant jeter quelque obus dans Odessa serait, dans les circonstances actuelles, bien plus désavantageuse qu'utile.

En conséquence, les généraux demandant qu'il n'y soit donné aucune suite.

Agréé, &c.
(signé) *Hamelin.*

(No. 803.)

COPY of a LETTER from the Secretary to the Admiralty to
Vice-Admiral *Dundas*.

Sir,

Admiralty, 8 December 1854.

I AM commanded by my Lords Commissioners of the Admiralty to call your attention to their letter of the 13th October last, No. 622, respecting an attack on the port of Odessa at any proper opportunity. Although this question has been postponed at the request of the Generals commanding the Allied Forces on shore, my Lords are of opinion it should be again taken into consideration, with a view to an effectual operation whenever circumstances will permit.

I am, &c.

(signed) *R. Osborne.*

SEA OF AZOFF, &c.

COPIES of certain CORRESPONDENCE that has passed between the ADMIRALTY and VICE-ADMIRAL *D. Dundas*, respecting the BLOCKADE of the SEA of AZOFF, and the Western Shores of the CRIMEA, and the BOMBARDMENT of ODESSA.

(Presented to Parliament by Her Majesty's Command.)

Ordered, by The House of Commons, to be Printed,
11 June 1855.

SPIRITS (NAVY).

RETURN to an Order of the Honourable The House of Commons,
dated 18 April 1855;—for,

COPIES “of further CORRESPONDENCE with the Board of Admiralty, praying that a Portion of BRITISH SPIRITS may be taken for the Supply of the ROYAL NAVY, and Answers thereto (23d and 29th June 1853); and of all CONTRACTS entered into for the Supply of the ROYAL NAVY with SPIRITS from July 1853 to the latest Period on which such Contracts have been entered into :”

“Of all ADVERTISEMENTS from the Board of Admiralty for TENDERS of RUM and of BRITISH SPIRITS, to the latest Period, January 1855 :”

“And, of CONTRACTS entered into for the Supply of the ROYAL NAVY with SPIRITS, from the Year 1841 to 1853 (in continuation of Parliamentary Paper, No. 389, of Session 1854).”

Admiralty, }
24 May 1855. }

JOHN JONES DYER,
Chief Clerk.

COPIES of further CORRESPONDENCE with the Board of Admiralty, praying that a Portion of BRITISH SPIRITS may be taken for the Supply of the ROYAL NAVY, and ANSWERS thereto.

To the Right Honourable the Lords Commissioners of the Admiralty.

My Lords,

London, 23 June 1853.

I HAVE received your Lordships' letter of the 7th instant, in which you state “you are not prepared to alter the description of spirits at present issued to the crews of Her Majesty's Ships.”

I take leave respectfully to request that your Lordships will be pleased to reconsider this decision. Allow me to state to your Lordships, that the description of spirits used in the Navy is the only existing monopoly enjoyed by any produce used for the supply of the Fleet.

“Beef, pork, and biscuit,” the produce of the United Kingdom, had for many years of war and of peace the exclusive supply of the Royal Navy. That supply is now open for competition to the world. The selection is made with regard to quality and price alone. Foreign and colonial spirits form the only exception to this free trade competition.

“Home-made spirits” have been much used in the seaport towns by seamen, and occasionally used in the mercantile marine as “ships' stores.” It is found as wholesome and as economical as foreign spirits, but, whilst excluded from the use of the Royal Navy, a prejudice will exist against the general introduction of home-made spirits for the use of merchant ships.

As an act of justice to the makers and dealers in home-made spirits, I take leave to request your Lordships' consideration to the claims for its introduction as stores for Her Majesty's Navy.

Home-made spirits can be had on the same or on lower terms than colonial spirits. There is at all times in Her Majesty's bonded warehouses a stock of upwards of six millions of gallons, from which large stock spirits of sufficient maturity can be always obtained, of such quality as will satisfy the authorities of the Victualling Department.

Her Majesty's ships are occasionally stationed at ports in Ireland; a reference to your officers stationed on the Irish coast will enable your Lordships to judge whether the crews of the vessels at Haulbowline, Dublin, and other ports, do not prefer home-made spirits when enabled to select for themselves.

The wholesome quality of corn-made spirits can be amply certified by competent officers, as compared with the use of rum, the produce of refuse sugar.

On the part of those interested in making this renewed application to your Lordships, I have to assure you that we should deem ourselves highly culpable to propose any change in the description of spirits at present issued to the crews of Her Majesty, which could cause even momentary dissatisfaction to the sailors, or which could in the slightest degree lessen the efficiency of that most important arm of national security.

I have, &c.
(signed) *Robert Cassidy.*

Sir,

Admiralty, 29 June 1853.

I HAVE received and laid before my Lords Commissioners of the Admiralty your letter of the 23rd instant, requesting that "home-made spirits" may be introduced into the Royal Navy, and I am commanded to acquaint you that "rum" is the spirit selected for naval consumption, and that no monopoly exists in its favour, the requisite supplies being procured by public advertisements, the tender of any party being received.

Robert Cassidy, Esq.,
104, Pall Mall.

I have, &c.
(signed) *R. Osborne.*

My Lords,

London, 4 July 1853,
104, Pall Mall.

I HAVE to acknowledge your Lordships' letter of the 29th ultimo, stating "that rum is the spirit selected for naval consumption;" "that no monopoly exists in its favour, the requisite supplies being procured by public advertisement."

I fear that however strongly the exclusion of home-made spirits from naval consumption is felt, that I have not clearly conveyed that meaning to your Lordships.

I have before me a public notice, dated 18th June 1853, requiring tenders for "twenty thousand gallons of rum for naval consumption," a clear proof of the monopoly which is complained of.

The request made through me is, that similar public notice should be given for tenders of home-made spirits for naval consumption, even to a limited extent. Inquiries made from medical officers, from officers long on service, as well as competent persons connected with the victualling of the Royal and of the Mercantile Marine, incontestably prove that corn spirits are as wholesome as rum.

I trust that your Lordships will not deem me intrusive or importunate in again requesting that you will reconsider your resolution, "that rum shall continue to be the only spirit selected for naval consumption."

I do

I do not ask you to “substitute home-made spirits” for rum, nor even, in the first instance to put them on a par; all I ask is, to try the experiment by providing a small quantity of home-made spirits on board each ship.

Sailors used to be allowed to choose between cocoa and coffee; if allowed to exercise a choice between rum and whisky, their tastes will soon be tested, and the reports furnished, would, in the course of one year, enable your Lordships to judge whether the experiment suggested ought to be carried further or to be discontinued.

On these grounds I respectfully request a reconsideration of your Lordships’ decision in reply to my applications of 1st and 23rd June; and waiting your Lordships’ reply,

I have, &c.
(signed) *Robert Cassidy*,
104, Pall Mall, London.

The Right Honourable
the Lords of the Admiralty,
&c., &c., &c.

Sir,

Admiralty, 6 July 1853.

I HAVE received and laid before my Lords Commissioners of the Admiralty your further letter of the 4th instant, requesting their Lordships to reconsider their resolution that rum shall continue to be the only spirit selected for naval consumption, and I am commanded by their Lordships to acquaint you that they must adhere to their decision, and that they are not prepared to introduce home-made spirits into Her Majesty’s Navy.

I have, &c.
(signed) *R. Osborne*.

Robert Cassidy, Esq.,
104, Pall Mall.

CONTRACTS entered into for the Supply of the ROYAL NAVY with SPIRITS from August 1853 to May 1855.

Date of Advertisement.	Quantity Advertised for.	Date of Contract.		Quantity and Description of Spirits Contracted for, and Price thereof in each Year.		
		Month.	Year.	Quantity.	Description: Rum.	Price per Gallon.
	<i>Gallons.</i>			<i>Gallons.</i>		<i>s. d.</i>
13 Aug. 1853	20,000	September	1853	20,000	West India -	2 7
22 Oct. "	30,000	November -	"	28,451	- " - -	2 8 ¹ / ₂
				2,280	- " - -	2 7 ¹ / ₂
5 Dec. "	50,000	December -	"	38,686	- " - -	2 7 ² / ₁₆
3 Jan. 1854	10,000	January -	1854	10,160	- " - -	3 6
				2,016	- " - -	3 7 ¹ / ₁₆
				10,927	- " - -	3 9 ¹ / ₁₆
2 Feb. "	50,000	February -	"	60,364	- " - -	3 7 ¹ / ₁₆
				74,564	- " - -	3 9
20 March "	40,000	March -	"	13,000	- " - -	3 6 ¹ / ₂
				26,000	- " - -	3 7 ¹ / ₂
				3,400	- " - -	3 11
						(continued)

CONTRACT FOR THE SUPPLY OF SPIRITS TO THE

Date of Advertisement.	Quantity Advertised for.	Date of Contract.		Quantity and Description of Spirits Contracted for, and Price thereof in each Year.		
		Month.	Year.	Quantity.	Description: Rum.	Price per Gallon.
	<i>Gallons.</i>			<i>Gallons.</i>		<i>s. d.</i>
20 March 1854	<i>continued.</i>	-	-	27,265	West India	3 8 $\frac{1}{2}$
				2,200	Copenhagen	3 9
				6,744	West India	3 10
				5,318	- " -	3 11
				6,298	- " -	3 10
				3,412	- " -	3 9
				3,438	- " -	3 10 $\frac{1}{2}$
				2,500	- " -	3 7 $\frac{7}{8}$
				5,000	- " -	3 10 $\frac{1}{16}$
5 May "	20,000	May -	"	5,050	- " -	3 -
				21,445	Copenhagen	3 - $\frac{7}{8}$
				7,378	West India	3 1
				8,000	- " -	3 3
				60,696	West India, &c. -	3 3
7 Aug. "	30,000	August -	"	22,348	West India	2 - $\frac{1}{2}$
				5,896	- " -	2 3 $\frac{15}{16}$
				2,836	- " -	2 - $\frac{13}{16}$
				10,488	- " -	2 1 $\frac{1}{2}$
				9,177	- " -	2 2
				2,127	- " -	2 2
				1,621	- " -	2 3
				4,000	- " -	2 3 $\frac{5}{8}$
				3,500	- " -	2 1 $\frac{7}{8}$
				9,125	- " -	2 3
				5,622	- " -	2 3
11 Sept. "	50,000	September -	"	7,600	- " -	2 5
				11,718	- " -	2 3
				1,372	- " -	2 3
				25,960	- " -	2 1
				7,000	- " -	2 2 $\frac{1}{2}$
				9,406	- " -	2 2 $\frac{7}{8}$
				24,316	- " -	2 5 $\frac{1}{2}$
				6,371	- " -	2 1
				9,281	- " -	2 3
				4,502	- " -	2 5
2 Nov. "	30,000	November -	"	7,598	- " -	3 5
				6,954	- " -	3 7 $\frac{1}{2}$
				16,401	- " -	3 4 $\frac{1}{2}$
				62,000	- " -	3 6
				2,334	- " -	3 6
				2,126	- " -	3 6
				684	- " -	3 7
				1,776	- " -	3 7 $\frac{1}{2}$
				5,998	- " -	3 6
				31,853	- " -	3 4 $\frac{13}{16}$
				2,893	- " -	3 7
				14,702	- " -	3 7 $\frac{1}{2}$

Date of Advertisement.	Quantity Advertised for.	Date of Contract.		Quantity and Description of Spirits Contracted for, and Price thereof in each Year.		
		Month.	Year.	Quantity.	Description: Rum.	Price per Gallon.
	<i>Gallons.</i>			<i>Gallons.</i>		<i>s. d.</i>
27 Nov. 1854	30,000	December -	1854	13,913	West India -	3 7 $\frac{1}{2}$
				46,530	Various -	3 7
				23,093	- " -	3 7 $\frac{1}{4}$
				5,901	West India -	3 6
				30,858	- " -	3 6 $\frac{5}{16}$
				5,961	- " -	3 6 $\frac{13}{16}$
				6,816	- " -	3 7
				2,856	- " -	3 7 $\frac{1}{2}$
				1,220	- " -	3 7 $\frac{1}{2}$
				804	- " -	3 6
				1,912	- " -	3 6
				4,684	- " -	3 6 $\frac{3}{4}$
				748	- " -	3 5 $\frac{1}{2}$
				686	- " -	3 7
				643	- " -	3 6 $\frac{1}{2}$
				2,428	- " -	3 7
				5,889	- " -	3 7
				4,875	- " -	3 7 $\frac{1}{2}$
				15,300	- " -	3 7 $\frac{1}{2}$
				8,050	- " -	3 6
30 " "	15,000	- " -	"	5,382	- " -	3 9 $\frac{5}{16}$
				8,271	- " -	3 7 $\frac{13}{16}$
				16,835	- " -	3 9
5 January 1855	50,000	January -	1855	5,512	Ceylon -	3 -
				7,989	Calcutta -	3 2
				27,871	West India -	3 1
				12,933	East India -	3 - $\frac{1}{2}$
				2,485	West India -	3 1 $\frac{1}{2}$
				4,284	- " -	3 1 $\frac{13}{16}$
				1,710	- " -	3 1 $\frac{1}{2}$
				1,477	- " -	3 2 $\frac{1}{2}$
				3,046	- " -	3 2
26 " "	50,000	February -	"	20,651	- " -	2 8 $\frac{1}{2}$
				6,213	- " -	2 8 $\frac{3}{16}$
				4,174	- " -	2 9 $\frac{7}{8}$
				5,050	- " -	2 10
				3,495	- " -	2 10
				3,917	- " -	2 10
				2,465	- " -	2 9
				34,426	- " -	2 10 $\frac{7}{16}$
				15,970	- " -	2 9
				6,235	- " -	2 8 $\frac{1}{2}$
				7,100	- " -	2 9 $\frac{1}{2}$
				4,115	- " -	2 9 $\frac{1}{2}$
8 March "	30,000	March -	"	53,499	- " -	2 6 $\frac{13}{16}$
				11,567	- " -	2 6 $\frac{5}{16}$
				30,000	- " -	2 6

6 CONTRACTS FOR SPIRITS FOR THE ROYAL NAVY, FROM 1853 TO 1855.

Date of Advertisement.	Quantity Advertised for.	Date of Contract.		Quantity and Description of Spirits Contracted for, and Price thereof in each Year.		
		Month.	Year.	Quantity.	Description : Rum.	Price per Gallon.
	<i>Gallons.</i>			<i>Gallons.</i>		<i>s. d.</i>
20 March 1855	50,000	April	1855	4,028	West India	2 3 $\frac{7}{8}$
				5,031	- " -	2 3
				9,045	East India	2 3 $\frac{5}{16}$
				20,234	West India	2 3 $\frac{5}{16}$
				15,953	- " -	2 3 $\frac{5}{8}$
				47,552	- " -	2 4
				1,884	- " -	2 4
				11,800	East India	2 4
				10,467	- " -	2 3 $\frac{13}{16}$
				18,967	- " -	2 4 $\frac{5}{16}$
24 April "	50,000	May	"	8,975	- " -	2 3 $\frac{7}{8}$
				8,570	West India	2 4 $\frac{5}{8}$
				4,103	- " -	2 4 $\frac{5}{8}$
				6,060	- " Pale	2 3 $\frac{1}{2}$
				1,501	West India	2 2 $\frac{3}{4}$
				1,035	- " -	2 3 $\frac{1}{2}$
				35,574	- " -	2 4 $\frac{5}{8}$
				38,980	- " -	2 4 $\frac{5}{16}$

22 May 1855.

Thos. T. Grant,
Comptroller of Victualling.

SPIRITS (NAVY).

CORRESPONDENCE with the Board of Admiralty, praying that a Portion of British Spirits may be taken for the Supply of the ROYAL NAVY, and Answers thereto; and CONTRACTS entered into for the Supply of the ROYAL NAVY with SPIRITS, from August 1853 to May 1855—(in continuation of Parliamentary Paper, No. 389, of Session 1854).

(Mr. French.)

Ordered, by The House of Commons, to be Printed,
25 May 1855.

275. +

Under 1 oz.

TRANSPORTS.

RETURN to an Order of the Honourable The House of Commons,
dated 19 December 1854;—for,

RETURN “of the Names, Tonnage, Ports whence Despatched, and Dates of Departure thence, and of Arrival at *Malta* and *Constantinople*, of all TRANSPORTS employed since the 1st day of January 1854, for the Conveyance of TROOPS or STORES to the *Mediterranean* from this Country for the Service of Government, distinguishing STEAM from SAILING VESSELS; and of the Number of Steam Vessels so Employed supplied by Companies holding Contracts for the Conveyance of Mails.”

No.	NAME.	Tonnage, Gross.	PORTS whence Despatched.	Date of Departure.	DATE OF ARRIVAL	
					At Malta.	At Constantinople.
SAILING TRANSPORTS:						
				1854 :	1854 :	1854 :
1	Pyrenees - - -	832	Woolwich - -	18 March -	25 April -	2 May.
2	Mercia - - -	649	Ditto - -	18 March -	25 April -	2 May.
3	Her Majesty - - -	848	Ditto - -	18 March -	25 April -	6 May, Kululi.
4	City of Carlisle - - -	936	Ditto - -	18 March -	25 April -	4 May.
5	Resolute - - -	639	Ditto - -	18 March -	25 April -	8 May, Kululi.
6	Earl of Shaftesbury - - -	599	Ditto - -	18 March -	25 April -	4 May.
7	Palmerston - - -	978	Ditto - -	27 March -	26 April -	8 May, Kululi.
8	Alipore - - -	811	Ditto - - Cork - -	27 March -	25 April -	4 May.
9	John Masterman - - -	682		Woolwich - -	11 November. 27 March -	25 April -
10	Edendale - - -	1,003	Ditto - -	30 March -	26 April -	8 May, Kululi.
11	St. Hilda - - -	791	Ditto - -	30 March -	26 April -	6 May, Kululi.
12	Colgrain - - -	665	Ditto - -	30 March -	6 May -	11 May.
13	Morayshire - - -	832	Ditto - - Portsmouth - -	6 April -	6 May -	18 May.
14	Arnotdale - - -	833		Woolwich - -	21 October -	- - -
15	Joseph Shepherd - - -	629	Ditto - - Ditto - - Ditto - - Ditto - -	8 April -	4 May -	10 May, Kululi.
16	Lady Valiant - - -	725		6 April -	3 May -	13 May.
17	Mangerton - - -	1,099		26 September -	- - -	13 November.
				10 April -	7 May.	-
18	St. Vincent - - -	629	Ditto - -	16 April -	7 May -	9 June, Kululi.
19	Caduceus - - -	1,106	Ditto - -	19 April -	14 May -	24 May.
20	Ganges - - -	770	Ditto - -	12 April -	6 May -	9 June, Kululi.
21	Pride of the Ocean - - -	1,279	Portsmouth - -	19 April -	7 May -	20 May.
22	Edmondsbury - - -	523	Ditto - -	19 April -	6 May -	20 May.
23	Dunbar - - -	1,321	Ditto - -	24 April -	14 May -	24 May.
24	Bombay - - -	1,697	Ditto - -	19 October.	-	-
25	Cornwall - - -	1,030	Cork - -	28 April -	- - -	3 June.
26	Gomelza - - -	521	Ditto - -	26 April -	13 May -	3 June.
27	Bride - - -	565	Ditto - -	2 May -	6 June -	20 July.
28	Arthur the Great - - -	1,389	Ditto - -	26 April -	16 May.	-
29	Blundell - - -	573	Portsmouth - -	5 October -	- - -	29 November.
30	Eveline - - -	909	Deptford - -	12 April -	- - -	22 May.
31			Ditto - -	7 June -	- - -	2 August.
			Portsmouth - -	23 April -	13 May -	22 May.
			Deptford - -	3 December -	- - -	13 November.
			Portsmouth - -	25 April -	9 May -	18 May.

TRANSPORTS.

RETURN of the Names, Tonnage, Ports whence Despatched, and Dates of Departure thence, and of Arrival at *Malta* and *Constantinople*, of all TRANSPORTS employed since 1st January 1854, for the Conveyance of TROOPS or STORES to the *Mediterranean* from this Country, for the Service of Government.

(*Mr. John Forster.*)

*Ordered, by The House of Commons, to be Printed,
24 January 1855.*

TRANSPORTS.

RETURN to an Order of the Honourable The House of Commons,
dated 29 January 1855;—for,

A RETURN “of the SHIPS engaged as REGULAR TRANSPORTS, with the NAMES (stating whether Steam or Sailing), from the 1st day of January 1854 to the 1st day of January 1855; with the Dates of Engagement, and if still in the Service; the Register Tonnage on which the Freight is calculated; the Rates of Freight, and whether Reduced or Increased since first engaged; the Service performed, with the Quantity of Cargo, Troops, or Stores taken by each; the Length of the Passages; in Steam Ships, the Horse-power and Consumption of Coals or Fuel per Hour.”

Admiralty, }
26 May 1855. }

JOHN JONES DYER,
Chief Clerk.

(*Mr. William Lindsay.*

N. B.—It has been found impossible, in many instances, to give the exact Dates of Arrival at, and Sailing from, the different Ports, in consequence of the absence of information in Office: the *Italic* notations, therefore, show that the Vessels had proceeded from one Port to another, and were at the latter place at the times noted against them, being the Dates of the periodical Returns from Constantinople and the Black Sea, &c.

H. J. Hawley,
Paymaster, R. N.

Ordered, by The House of Commons, to be Printed,
5 June 1855.

No.	NAME.	Tonnage, Gross.	PORTS whence Despatched.	Date of Departure.	DATE OF ARRIVAL	
					At Malta.	At Constantinople.
SAILING TRANSPORTS—continued.				1854 :	1854 :	1854 :
32	Sultana - - - -	775	Woolwich - -	27 April -	21 May -	9 June, Kululi.
33	Blake - - - -	731	{ Ditto - - Haulbowline -	29 April - 11 November.	1 June - —	16 June, Varna.
34	London - - - -	725	Woolwich - -	5 May -	3 June -	18 June.
35	Culloden - - - -	726	Portsmouth -	10 May -	6 June -	31 July, Buyukdere.
36	Lady M'Naughten - -	653	Woolwich - -	29 April -	6 June -	18 June.
37	Rodsley - - - -	733	Ditto - -	26 April -	21 May -	7 June, Kululi.
38	Rubicon - - - -	626	Ditto - -	26 April -	30 May -	14 June.
39	Harkaway - - - -	898	Ditto - -	26 April -	30 May -	11 June.
40	Kenilworth - - - -	623	Ditto - -	29 April -	1 June -	18 June.
41	Philip Laing - - - -	547	Ditto - -	5 May -	4 June -	19 June.
42	Mary Ann - - - -	723	Portsmouth -	9 May -	30 May -	14 June.
43	Calliope - - - -	769	Ditto - -	11 May -	3 June -	18 June.
44	Echunga - - - -	1,007	Plymouth - -	17 April -	7 May -	20 May.
45	Medora - - - -	642	Ditto - -	28 April -	7 May -	5 June.
46	Mary Ann - - - -	957	Ditto - -	20 April -	7 May -	22 May.
47	Wilson Kennedy - -	1,129	Devonport -	4 May -	16 May -	5 June.
48	Shooting Star - - -	1,362	Ditto - -	26 April -	8 May -	23 May.
49	Star of the South - -	1,252	Cork - -	20 April -	16 May -	7 June.
50	Courier - - - -	1,090	Ditto - -	20 April -	16 May -	9 June.
51	Timandra - - - -	1,119	Ditto - -	21 April -	15 May -	10 June.
52	Paramatta - - - -	661	{ Dublin - - Deptford - -	13 May - 27 October.	6 June - —	22 June.
53	Asia - - - -	721	Dublin - -	10 May -	3 June -	18 June.
54	Gertrude - - - -	1,361	Liverpool - -	11 May -	- - -	20 June.
55	Glendalough - - - -	1,058	Kingstown - -	9 May -	30 May -	10 June.
56	War Cloud - - - -	1,250	Ditto - -	12 May -	2 June -	17 June.
57	Tyrone - - - -	1,197	Dublin - -	17 May -	8 June -	21 June.
58	Pedestrian - - - -	1,045	Liverpool - -	11 May -	4 June -	18 June.
59	Negotiator - - - -	587	Portsmouth -	9 May -	1 June -	9 June, Kululi.
60	Monarchy - - - -	776	Ditto - -	12 May -	1 June -	8 June.
61	Harbinger - - - -	750	Ditto - -	12 May -	1 June -	20 June.
62	Northumberland - -	811	Woolwich - -	10 May -	1 June -	9 June, Kululi.
63	Wild Wave - - - -	566	Plymouth - -	31 March -	- - -	4 May.
70	Coronella - - - -	861	Liverpool - -	25 May -	- - -	7 July.
71	Panola - - - -	965	Dublin - -	20 May -	- - -	6 July.
78	Orient - - - -	1,032	Cork - -	18 February -	- - -	20 April, Gallipoli.
79	Sir George Pollock -	630	Ditto - -	12 February -	28 February -	25 April, Gallipoli.
80	Canterbury - - - -	789	Ditto - -	7 February -	5 March -	28 April.
81	Georgiana - - - -	798	Ditto - -	25 February -	28 March -	20 April.
82	Rip Van Winkle - -	1,275	Liverpool - -	21 May -	22 June -	8 July.
83	Arabia - - - -	1,022	Ditto - -	21 May -	11 June -	20 July, Englishman's Bay.
85	Burmah - - - -	718	Kingstown - -	28 May -	23 June -	8 July.
88	Sir Robert Sale - -	741	Ditto - -	31 May -	22 June -	31 July.
89	Lord Raglan - - - -	756	Devonport - -	1 June -	22 June -	6 July.
90	Sutlej - - - -	782	Ditto - -	5 June -	22 June -	6 July.
91	Maori - - - -	799	Kingstown - -	27 May -	22 June -	31 July.
92	Europa - - - -	841	Devonport - -	30 May -	Burnt at sea, 31	May 1854.
93	William Jackson - -	986	Dublin - -	3 June -	24 June -	6 July.
94	Palmyra - - - -	706	Ditto - -	6 June -	- - -	16 July.
95	Libertas - - - -	602	Plymouth - -	22 June -	- - -	12 August.
96	Deva - - - -	1,039	Dublin - -	3 June -	22 June -	7 July.
97	Escort - - - -	765	Devonport - -	2 June -	22 June -	6 July.
98	Talavera - - - -	916	Ditto - -	6 June -	23 June -	6 July.
101	Conrad - - - -	841	Liverpool - -	31 May -	- - -	6 July.
105	Belgravia - - - -	1,395	Devonport - -	8 November	- - -	25 November.
106	Clifton - - - -	867	Deptford - -	15 November	24 December.	—
108	Herefordshire - -	1,676	Portsmouth -	17 November	2 December.	—
109	Edwin Fox - - - -	891	Ditto - -	4 December	24 December.	—
110	Columba - - - -	735	Deptford - -	12 October -	- - -	16 November.
111	Julia - - - -	1,070	Ditto - -	6 November	- - -	29 November.
112	Nimrod - - - -	893	Ditto - -	19 November	16 December.	—

No.	NAME.	Tonnage, Gross.	PORTS whence Despatched.	Date of Departure.	DATE OF ARRIVAL	
					At Malta.	At Constantinople.
SAILING TRANSPORTS—continued.				1854:	1854:	1854:
114	True Briton - - -	820	Devonport - -	14 November	- - -	13 December.
115	Eliza - - -	942	Deptford - -	21 November	15 December.	—
116	Lord Dalhousie - -	912	Ditto - -	9 November	- - -	14 December.
117	Walmer Castle - -	783	Portsmouth - -	6 November	- - -	30 November.
118	Chapman - - -	750	Devonport - -	12 November	29 November	12 December.
119	Hempsyke - - -	663	Deptford - -	11 November	2 December	12 December.
122	Minden - - -	917	Ditto - -	8 November	2 December.	—
123	Robert Small - -	794	Portsmouth - -	9 November	- - -	2 December.
124	Baraguay d'Hilliers -	962	Devonport - -	8 November	- - -	30 November.
125	Calphurnia - - -	722	Deptford - -	19 October -	- - -	29 November.
127	Bucephalus - - -	985	Ditto - -	23 September	- - -	13 November.
128	Wynnstay - - -	527	Ditto - -	22 September	- - Wrecked on Point Stephens, 13 November 1854.	—
130	Rockcliffe - - -	779	Ditto - -	16 September	- - -	10 November.
141	Edward - - -	671	Devonport - -	23 November.	—	—
144	Dinapore - - -	789	Ditto - -	26 December.	—	—
STEAM TRANSPORTS:						
29	Kangaroo - - -	1,874	{ Liverpool - - Haulbowline - -	{ 11 March - 4 July -	{ 24 March - - - -	{ 27 April. 30 July.
65	Tonning - - -	986	{ Woolwich - - Portsmouth - -	{ 3 April - 25 June -	{ 18 April - 8 July -	{ 25 April. 16 July.
66	City of London - -	1,116	{ Woolwich - - Ditto - -	{ 2 April - 8 April -	{ - - - 19 April -	{ 23 April. 24 April.
67	Emperor - - -	1,320	{ Deptford - - Portsmouth - -	{ 11 April - 22 April -	{ 4 May - 4 May -	{ 9 May. 9 May.
68	Sovereign - - -	602	{ Woolwich - - Chatham - -	{ 19 April - 24 April -	{ 4 May - 6 May -	{ 10 May. 12 May.
69	Albatross - - -	848	{ Dublin - - Leith - -	{ 2 March - 9 March -	{ 11 March. 25 March.	{ — —
72	Victoria - - -	1,877	{ Southampton - - Woolwich - -	{ 11 August - 16 May -	{ - - - 29 May -	{ 1 September. 4 June.
73	Melbourne - - -	1,450	{ Deptford - - Woolwich - -	{ 24 November 16 May -	{ 11 December. 3 June -	{ — 8 June.
74	Emeu - - -	1,650	{ Downs - - Woolwich - -	{ 30 June - 14 May -	{ - - - 27 May -	{ 17 August. 2 June.
75	Golden Fleece - -	2,500	{ Devonport - - Portsmouth - -	{ 11 August - 21 May -	{ 26 August - 1 June -	{ 1 September. 9 June.
76	Sydney - - -	1,391	{ Sheerness - - Woolwich - -	{ 18 June - 10 June -	{ - - - - - -	{ 17 July, in the Bosphorus.
77	Holyrood - - -	532	{ Woolwich - - Downs - -	{ 24 November 30 June -	{ 11 December. - - -	{ — 8 June.
81	Jason - - -	2,667	{ Woolwich - - Downs - -	{ 16 May - 30 June -	{ 3 June - - - -	{ 8 June. 17 August.
86	Harbinger - - -	848	{ Woolwich - - Devonport - -	{ 14 May - 11 August -	{ 27 May - 26 August -	{ 2 June. 1 September.
87	Hydaspes - - -	1,871	{ Portsmouth - - Sheerness - -	{ 21 May - 18 June -	{ 1 June - - - -	{ 9 June. 17 July, in the Bosphorus.
102	Tynemouth - - -	1,364	{ Woolwich - - Downs - -	{ 18 June - 10 June -	{ - - - - - -	{ 17 July, in the Bosphorus.
103	Cormorant - - -	742	{ Woolwich - - Downs - -	{ 10 June - 16 October -	{ - - - - - -	{ 20 July, at Varna.
107	Prince - - -	2,691	{ Downs - - Devonport - -	{ 16 October - 1 August -	{ - - - - - -	{ 8 November, at Balaklava.
113	Sea Nymph - - -	704	{ Deptford - - Devonport - -	{ 1 August - 8 August -	{ - - - 21 August -	{ 21 August. 26 August.
120	Australian - - -	1,391	{ Deptford - - Devonport - -	{ 8 August - 9 August -	{ 21 August - - - -	{ 26 August. 24 August.
121	Cottingham - - -	775	{ Deptford - - Woolwich - -	{ 13 October - 14 December.	{ 29 October - —	{ 5 November.
132	Lion - - -	1,072	{ Portsmouth - - Ditto - -	{ 27 November 27 October -	{ 11 December - - -	{ 21 December. 16 November.
133	Gottenburgh - -	454	{ Haulbowline - - Portsmouth - -	{ 11 November 9 November	{ - - - - - -	{ 25 November. 22 November.
134	Robert Lowe - -	1,295	{ Deptford - - Portsmouth - -	{ 17 December. 17 November	{ — 26 November	{ — 9 December.
135	Queen of the South -	1,825	{ Portsmouth - - Ditto - -	{ 17 December. 24 November	{ — - - -	{ — 14 December.
136	Cleopatra - - -	1,452	{ Deptford - - Southampton - -	{ 11 November 21 November	{ - - - 13 December.	{ 25 November. —
137	Ottawa - - -	1,274	{ Portsmouth - - Ditto - -	{ 9 November 7 December	{ - - - 17 December.	{ 22 November. —
138	Adelaide - - -	1,859	{ Portsmouth - - Ditto - -	{ 17 December. 17 November	{ — 26 November	{ — 9 December.
139	Brandon - - -	763	{ Portsmouth - - Ditto - -	{ 17 November 24 November	{ 26 November - - -	{ 9 December. 14 December.
143	Esk - - -	359	{ Deptford - - Southampton - -	{ 24 November 14 December.	{ - - - —	{ — —
145	Clyde - - -	1,168	{ Deptford - - Southampton - -	{ 14 December. 21 November	{ — 13 December.	{ — —
146	Sydney Hall - -	548	{ Southampton - - Ditto - -	{ 21 November 7 December	{ 13 December. 17 December.	{ — —
147	Indiana - - -	2,364	{ Portsmouth - - Ditto - -	{ 11 December. 6 December.	{ — —	{ — —
148	Metropolitan - -	597	{ Portsmouth - - Ditto - -	{ 11 December. 6 December.	{ — —	{ — —
149	William Hutt - -	530	{ Portsmouth - - Ditto - -	{ 11 December. 6 December.	{ — —	{ — —
151	Cumberland - -	518	{ Portsmouth - - Ditto - -	{ 11 December. 6 December.	{ — —	{ — —
152	Sir John Easthope -	520	{ Southampton - - Downs - -	{ 11 December 24 December.	{ - - - —	{ 8 Jan. 1855.
153	Firefly - - -	500	{ Southampton - - Ditto - -	{ 24 December. 2 December	{ — 20 December.	{ — —
155	Norman - - -	530	{ Southampton - - Ditto - -	{ 2 December 8 December	{ 20 December 20 December	{ — 25 Dec. 1854.
156	Hetton - - -	560	{ Portsmouth - - Ditto - -	{ 9 December 28 December.	{ 19 December —	{ 24 Dec. „
157	Cosmopolitan - -	600	{ Portsmouth - - Ditto - -	{ 9 December 28 December.	{ 19 December —	{ 24 Dec. „
158	Oscar - - -	472	{ Portsmouth - - Ditto - -	{ 9 December 28 December.	{ 19 December —	{ 24 Dec. „
159	John Bowes - -	485	{ Portsmouth - - Ditto - -	{ 9 December 28 December.	{ 19 December —	{ 24 Dec. „

No.	N A M E.	Tonnage, Gross.	P O R T S whence Despatched.	Date of Departure.	D A T E O F A R R I V A L	
					At Malta.	At Constantinople.
S T E A M T R A N S P O R T S—continued.						
161	Black Prince - -	502	Deptford - -	27 Dec. 1854.	—	
162	East Anglian - -	358	Woolwich - -	4 Jan. 1855.	—	
163	Alster - - - -	485	Portsmouth - -	15 Dec. 1854.	—	
164	Royal Victoria - -	614	Ditto - - -	21 Dec. „	—	
165	Lady Eglinton - -	579	Deptford - -	30 Dec. „	—	
166	Union - - - -	336	Southampton - -	3 Jan. 1855.	—	
167	Foyle - - - -	795	Portsmouth - -	31 Dec. 1854.	—	
168	Prompt - - - -	417	Woolwich - -	11 Jan. 1855.	—	
169	Marley Hill - -	508	Portsmouth - -	11 Jan. „	—	
170	Kangaroo - - -	424	Woolwich - -	5 Jan. „	—	
171	Eagle - - - -	480	—			
172	Peninsular - -	508	Deptford - -	17 Jan. „	—	
173	Black Boy - - -	537	Southampton - -	9 Jan. „	—	
174	Whitley Park - -	536	—			
175	Cochrane - - -	527	Deptford - -	17 Jan. „	—	
176	Canadian - - -	1,764	Portsmouth.	—		
177	Amity - - - -	606	Southampton.	—		
179	Durham - - - -	531	Deptford.	—		
180	Retriever - - -	425	Ditto.	—		
182	Chester - - - -	567	Ditto.	—		
183	Gibraltar - - -	985	Ditto.	—		
184	Telegraph - - -	819	Portsmouth.	—		

STEAM VESSELS supplied by COMPANIES holding CONTRACTS for the CONVEYANCE of MAILS:

N A M E.	Tonnage, Gross.	P O R T S whence Despatched.	Date of Departure.	D A T E O F A R R I V A L	
				At Malta.	At Constantinople.
PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY:					
			1854:	1854:	1854:
Himalaya - - - - -	3,508	{ Southampton - Haulbowline - Southampton -	28 February - 28 May - July -	7 March. 5 June - 3 August -	— 10 June. 7 August.
Ripon - - - - -	1,926	{ Southampton - Ditto - - - Ditto - - -	23 February - 19 March - 20 June.	5 March. 2 May. —	— — —
Euxine - - - - -	1,165	Ditto - - -	18 April -	28 April -	3 May.
Rajah - - - - -	537	Portsmouth -	17 November.	—	—
Simla - - - - -	2,600	{ Southampton - Haulbowline -	4 May - 19 July -	18 May. - - -	— 31 July.
Colombo - - - - -	1,865	Devonport - -	18 July -	- - -	2 August.
Candia - - - - -	2,200	Southampton -	14 November	- - -	3 December.
Nubia - - - - -	2,095	Marseilles - -	11 December	With French Troops.	
Manilla - - - - -	635	{ Southampton - Ditto - - - Woolwich - -	23 February - 2 May - 24 November.	1 M arch. 14 May. —	— — —
Sultan - - - - -	775	Portsmouth -	3 May -	21 May -	20 June.
ROYAL MAIL STEAM PACKET COMPANY:					
Orinoco - - - - -	2,901	{ Southampton - Ditto - - - Portsmouth -	23 February - 20 May - 15 July -	4 March. 1 June. - - -	— — 31 July.
Trent - - - - -	1,857	Southampton -	5 April -	18 April -	24 May.
Medway - - - - -	1,896	{ Ditto - - - Deptford - -	6 April - 4 August -	19 April - 19 August -	24 April. 26 August.
Avon - - - - -	2,069	Haulbowline -	23 July -	- - -	7 August.
Tamar - - - - -	1,963	Southampton -	21 November	- - -	13 December.
Magdalena - - - -	2,943	Portsmouth -	9 December	19 December	24 December.
Severn - - - - -	1,886	{ Southampton, not yet sailed.	—	—	—
Thames - - - - -	1,889	Southampton -	17 November	Toulon.	—

STEAM Vessels, supplied by Companies holding Contracts, &c.—*continued*.

N A M E.	Tonnage, Gross.	P O R T S whence Despatched.	Date of Departure.	D A T E O F A R R I V A L	
				At Malta.	At Constantinople.
AFRICAN STEAM SHIPPING COMPANY:			1854:	1854:	1854:
Faith - - - - -	721	Deptford - -	28 September	- - -	8 November.
Hope - - - - -	759	Ditto - - -	15 March -	1 April -	18 April.
Charity - - - - -	1,239	Portsmouth -	7 December	17 December	22 December.
Teneriffe - - - - -	1,126	Dublin - - -	25 March -	9 April.	—
NORTH AMERICAN STEAM NAVIGATION COMPANY:					
Cambria - - - - -	1,423	{ Dublin - - -	25 February -	7 March.	—
		{ Ditto - - -	28 March -	8 April.	—
Niagara - - - - -	1,825	{ Liverpool - -	5 April -	14 April.	—
		{ Ditto - - -	24 November.	—	—
Taurus - - - - -	1,126	Cork - - - -	18 March -	28 March.	—
Melita - - - - -	1,061	Liverpool - -	18 April -	29 April -	6 May.
Balbec - - - - -	839	Cork - - - -	6 May -	15 May.	—
British Queen - - - - -	764	Liverpool - -	2 May -	15 May.	—
Karnac - - - - -	1,127	Cork - - - -	20 May -	31 May.	—
Jura - - - - -	2,240	Liverpool - -	22 April -	- - -	6 November.
Alps - - - - -	1,440	Ditto - - -	13 November	- - -	16 December.
Arabia - - - - -	2,393	Kingstown - -	5 December	14 December.	—
Andes - - - - -	1,440	Devonport - -	21 April -	30 April -	7 May.
Europa - - - - -	1,834	Kingstown - -	19 November	- - -	2 December.
SOUTH AMERICAN AND GENERAL STEAM NAVIGATION COMPANY:					
Imperatrice - - - - -	1,737	Portsmouth -	31 December.	—	—
Bahiana - - - - -	1,530	Liverpool - -	19 Jan. 1855.	—	—
Imperador - - - - -	1,739	—			

Admiralty, }
22 January 1855.

Thos. T. Grant,
Comptroller of Victualling.

TRANSPORTS.

RETURN of the Names, Tonnage, Ports whence Despatched, and Dates of Departure thence, and of Arrival at *Malta* and *Constantinople*, of all TRANSPORTS employed since 1st January 1854, for the Conveyance of Troops or Stores to the *Mediterranean* from this Country, for the Service of Government.

(*Mr. John Forster.*)

*Ordered, by The House of Commons, to be Printed,
24 January 1855.*

TRANSPORTS.

RETURN to an Order of the Honourable The House of Commons,
dated 29 January 1855;—for,

A RETURN “of the SHIPS engaged as REGULAR TRANSPORTS, with the NAMES (stating whether Steam or Sailing), from the 1st day of January 1854 to the 1st day of January 1855; with the Dates of Engagement, and if still in the Service; the Register Tonnage on which the Freight is calculated; the Rates of Freight, and whether Reduced or Increased since first engaged; the Service performed, with the Quantity of Cargo, Troops, or Stores taken by each; the Length of the Passages; in Steam Ships, the Horse-power and Consumption of Coals or Fuel per Hour.”

Admiralty, }
26 May 1855. }

JOHN JONES DYER,
Chief Clerk.

(*Mr. William Lindsay.*

N. B.—It has been found impossible, in many instances, to give the exact Dates of Arrival at, and Sailing from, the different Ports, in consequence of the absence of information in Office: the *Italic* notations, therefore, show that the Vessels had proceeded from one Port to another, and were at the latter place at the times noted against them, being the Dates of the periodical Returns from Constantinople and the Black Sea, &c.

H. J. Hawley,
Paymaster, R. N.

Ordered, by The House of Commons, to be Printed,
5 June 1855.

A RETURN of the SHIPS engaged as REGULAR TRANSPORTS, with the NAMES (stating whether Steam or and if still in the Service; the Register Tonnage on which the Freight is calculated; the Rates of Freight, Troops, or Stores taken by each; the Length of the Passages; in Steam Ships, the Horse-power and Con-

No.	NAMES.	Whether Steam or Sailing.	Date of Engagement.	If still in the Service.	Register Tonnage on which the Freight is paid.	Rates of Freight.	Reduced or Increased.
1	Pyrenees - - -	Sailing -	23 Feb. 1854	Wrecked off the Katcha, 14th Nov. 1854.	832 <u>340</u> 3500	30 s. 6 d. per ton per month.	No - -
2	Mercia - - -	Ditto -	26 Feb. „	Yes - - -	649 <u>635</u> 3500	30 s. per ton per month	Reduced to 20 s.
3	Her Majesty - -	Ditto -	1 March „	Wrecked off Eu- patoria, 14th Nov. 1854.	848 <u>1665</u> 3500	29 s. 9 d. per ton per month.	No - -
4	City of Carlisle - - -	Ditto -	28 Feb. „	Yes - - -	936 <u>1690</u> 3500	32 s. 6 d. per ton per month.	Reduced to 20 s.
5	Resolute - - -	Ditto -	27 Feb. „	Wrecked off Ba- laklava, 14th Nov. 1854.	639 <u>107</u> 3500	29 s. per ton per month	Reduced to 20 s.
6	Earl of Shaftesbury - -	Ditto -	6 March „	Yes - - -	600 <u>3013</u> 599 3500	29 s. per ton per month	Reduced to 20 s.

Sailing), from the 1st day of January 1854 to the 1st day of January 1855; with the Dates of Engagement, and whether Reduced or Increased since first engaged; the Service performed, with the Quantity of Cargo, consumption of Coals or Fuel per Hour.

SERVICES PERFORMED.	Quantity Conveyed.			Length of Passage.		Steam-Ships.	
	Cargo or Stores.	Troops.		From	To	Horse-power.	Consumption of Coals or Fuel per Hour.
	Description.	Officers.	Men.				Tons. cwt.
	4 tons oats, 4 gun-carriages.	No.	No.				
Woolwich to Constantinople - (Artillery)	51 horses -	2	45	18 March	2 May.	—	—
Constantinople to Varna -	57 horses -	4	51	26 May	30 May.	—	—
Varna to Constantinople -	-	-	-	31 May	1 June.	—	—
Constantinople to Varna (Convalescents, &c.)	26 horses -	9	95	13 June	—	—	—
Varna to Bouykdere -	-	-	-	-	20 June.	—	—
Bouykdere to Baltschik and Varna -	-	-	-	9 Aug.	19 August.	—	—
Varna to Eupatoria -	With artillery -	-	-	-	22 Sept.	—	—
Eupatoria to Balaklava -	With cattle for the army -	-	-	-	28 October.	—	—
Balaklava to the Katchka -	-	-	-	-	8 Nov.	—	—
	4 tons oats, 4 gun-carriages.						
Woolwich to Constantinople - (Artillery)	47 horses -	2	42	18 March	2 May.	—	—
Constantinople to Varna - (ditto)	52 horses -	2	43	26 May	30 May.	—	—
Varna to Constantinople -	-	-	-	31 May	1 June.	—	—
Constantinople to Varna -	58 horses -	1	28	19 June	20 June.	—	—
Varna to Bouykdere -	-	-	-	-	5 July.	—	—
Bouykdere to Baltschik and Varna -	-	-	-	-	19 August.	—	—
Varna to Constantinople -	-	-	-	-	3 October.	—	—
Constantinople to Balaklava -	With commissariat stores -	-	-	-	28 October.	—	—
Balaklava to Constantinople -	-	-	-	-	18 Dec.	—	—
	10 tons oats, 4 gun-carriages, 94 tons provisions.						
Woolwich to Constantinople - (Artillery)	51 horses -	1	43	18 March	6 May.	—	—
Constantinople to Varna - (ditto)	56 horses -	1	45	26 May	30 May.	—	—
Varna to Constantinople -	-	-	-	31 May	5 June.	—	—
Constantinople to Varna - (Various)	{Staff and bat horses, 41 in No. }	6	31	20 June	—	—	—
Varna to Bouykdere -	-	-	-	-	5 July.	—	—
Bouykdere to Baltschik -	-	-	-	-	19 August.	—	—
Baltschik to the Alma -	-	-	-	-	22 Sept.	—	—
Alma to Sebastopol -	Post-office for the army -	-	-	-	3 October.	—	—
Sebastopol to Eupatoria -	-	-	-	-	28 October.	—	—
Eupatoria to Balaklava -	-	-	-	-	8 Nov.	—	—
Balaklava to Eupatoria -	-	-	-	-	—	—	—
	16 tons oats, 5 gun-carriages.						
Woolwich to Constantinople - (Artillery)	55 horses -	1	52	18 March	4 May.	—	—
Constantinople to Varna -	55 horses -	2	53	26 May	30 May.	—	—
Varna to Constantinople -	-	-	-	31 May	5 June.	—	—
Constantinople to Varna - (Artillery)	-	1	60	17 June	—	—	—
Varna to Bouykdere -	-	-	-	-	5 July.	—	—
Bouykdere to Baltschik -	-	-	-	-	10 August.	—	—
Baltschik to Eupatoria -	With artillery -	-	-	-	22 Sept.	—	—
Eupatoria to Sebastopol -	-	-	-	-	3 October.	—	—
Sebastopol to Varna -	-	-	-	-	28 October.	—	—
Varna to Constantinople -	-	-	-	-	8 Nov.	—	—
Constantinople to Balaklava -	-	-	-	-	26 Nov.	—	—
Balaklava to the Bosphorus -	-	-	-	-	5 Dec.	—	—
	4 tons oats, 19 gun-carriages.						
Woolwich to Constantinople - (Artillery)	49 horses -	1	45	18 March	8 May.	—	—
Constantinople to Varna -	Royal Artillery store-ship -	-	-	-	20 July.	—	—
Varna to the Alma -	- ditto - ditto -	-	-	-	22 Sept.	—	—
Alma to Balaklava -	- ditto - ditto -	-	-	-	3 October.	—	—
N.B.—This ship has been employed as a magazine for artillery stores for the army since the date of her arrival at Constantinople.							
	4 tons oats, 13 gun-carriages.						
Woolwich to Constantinople - (Artillery)	46 horses -	1	44	18 March	5 May.	—	—
Constantinople to Varna -	Royal Artillery store-ship -	-	-	-	5 July.	—	—
Varna to the Alma -	- ditto - ditto -	-	-	-	22 Sept.	—	—
Alma to Balaklava -	- ditto - ditto -	-	-	-	3 October.	—	—
N.B.—This ship has been employed as a magazine for artillery stores for the army since the date of her arrival at Constantinople.							

Quarterly Accounts of Expenditure have been called for by Transport Board, but have not yet been received.

No information received in Office relative to this Column.

(continued)

RETURNS RELATING TO SHIPS ENGAGED AS REGULAR TRANSPORTS,

No.	NAMES.	Whether Steam or Sailing.	Date of Engagement.	If still in the Service.	Register Tonnage on which the Freight is paid.	Rates of Freight.	Reduced or Increased.
7	Palmerston - -	Sailing -	2 Mar. 1854 -	Yes - - -	978 $\frac{1}{10}$	26 s. per ton per month	Reduced to 20 s.
8	Alipore - - - -	Ditto -	6 Mar. "	Yes - - -	811 $\frac{190}{3500}$	30 s. per ton per month	Reduced to 20 s.
9	John Masterman - -	Ditto -	3 Mar. "	Yes - - -	682 $\frac{1696}{3500}$	32 s. 5d. per ton per month.	No - -
10	Edendale - - - -	Ditto -	18 Mar. "	Yes - - -	1003 $\frac{3411}{3500}$	30 s. per ton per month	Reduced to 20 s.
11	St. Hilda - - - -	Ditto -	18 Mar. "	Yes - - -	791 $\frac{2501}{3500}$	28 s. 10 d. per ton per month.	Reduced to 20 s.
12	Colgrain - - - -	Ditto -	10 Mar. "	No - - - Discharged 25th Oct. 1854.	666 $\frac{36}{100}$ 665	29 s. 9 d. per ton per month.	Reduced to 20 s.
13	Morayshire - - - -	Ditto -	14 Mar. " 14 Aug. 1854.	Yes - - -	788 $\frac{77}{100}$ 832	30 s. 6 d. per ton per month. at 20 s. per ton per month.	Reduced to 20 s.

SERVICES PERFORMED.	Quantity Conveyed.			Length of Passage.		Steam-Ships.	
	Cargo or Stores.	Troops.		From	To	Horse-power.	Consumption of Coals or Fuel per Hour.
	Description.	Officers.	Men.				
	22 tons oats, 7 carriages.	No.	No.				Tons. cwt.
Woolwich to Constantinople - (Artillery)	56 horses -	2	62	22 March	5 May.	A. Battery.	—
Constantinople to Varna - - - -	65 horses -	4	66	3 June	4 June.	—	—
Varna to Constantinople - - - -	- - - -	-	-	4 June	5 June.	—	—
Constantinople to Gallipoli and Varna -	63 horses -	3	140	19 June	20 June.	—	—
Varna to Englishman's Bay - - - -	- - - -	-	-	- - -	- - -	To convey part of 3d division of the army from Gallipoli to Varna.	
Englishman's Bay to Baltschik - - - -	- - - -	-	-	- - -	- - -		
Baltschik to Eupatoria - - - -	With artillery -	-	-	- - -	5 July.		
Eupatoria to Balaklava - - - -	- - - -	-	-	- - -	10 August.		
Balaklava to Constantinople - - - -	- - - -	-	-	- - -	22 Sept.		
Constantinople to Balaklava - - - -	- - - -	-	-	- - -	3 October.	—	—
Balaklava to the Bosphorus - - - -	- - - -	-	-	- - -	8 Nov.	—	—
	68 tons oats, 6 carriages.					A. Battery.	
Woolwich to Constantinople - (Artillery)	53 horses -	2	59	27 March	4 May.	—	—
Constantinople to Varna - - - -	50 horses -	-	50	3 June	4 June.	—	—
Varna to Constantinople - - - -	- - - -	-	-	- - -	- - -	—	—
Constantinople to Varna - (Artillery)	58 horses -	2	66	17 June	—	—	—
Varna to Englishman's Bay - - - -	- - - -	-	-	- - -	5 July.	—	—
Englishman's Bay to Deptford - - - -	Soldiers' wives on board for England	-	-	8 July	15 Sept.	—	—
Deptford and Cork to the East - - - -	8½ tons biscuit, army - - - -	-	-	11 Nov.	—	—	—
	320 tons stores, 2,000 live shells, 1 case of tubes, and 60 half-barrels composition.						
	6 carriages, 16 tons oats.					A. Battery.	
Woolwich to Constantinople - (Artillery)	49 horses -	2	56	22 March	8 May.	—	—
Constantinople to Varna - - - -	50 horses -	-	50	4 June	8 June.	—	—
Varna to Constantinople - - - -	- - - -	-	-	- - -	10 June.	—	—
Constantinople to Varna and back to Bouyk-dere.	- - - -	2	55	17 June	5 July.	—	—
Bouyk-dere to Constantinople and Baltschik	- - - -	-	-	- - -	10 August.	—	—
Baltschik to the Alma - - - -	With medical stores -	-	-	- - -	22 Sept.	—	—
Alma to Balaklava - - - -	Medical store-ship -	-	-	- - -	3 October.	—	—
	40 tons oats, 7 carriages.					B. Battery.	
Woolwich to Malta and } - (Artillery)	56 horses -	2	61	30 March	8 May.	—	—
Constantinople - - - - }	- - - -	-	-	- - -	- - -	—	—
Constantinople to Rutschuk - (Various)	88 horses -	4	52	27 May	—	—	—
Rutschuk to Constantinople - - - -	- - - -	-	-	- - -	8 June.	—	—
Constantinople to Varna and back (93rd)	60 horses -	1	41	13 June	20 June.	—	—
Constantinople to Varna - (Artillery)	- - - -	2	46	—	—	—	—
Varna to Bouyk-dere - - - -	- - - -	-	-	- - -	5 July.	—	—
Bouyk-dere to Baltschik and Varna - - - -	- - - -	-	-	- - -	10 August.	—	—
Baltschik to Eupatoria, 22 Sept. Eupatoria to Sebastopol.	With artillery -	-	-	- - -	3 October.	—	—
Sebastopol to Eupatoria, 18 Oct. Eupatoria to Balaklava.	- - - -	-	-	- - -	28 October.	—	—
Balaklava to the Bosphorus - - - -	8½ tons empty casks, and sick and wounded troops.	-	-	- - -	8 Dec.	—	—
	74 tons oats.					B. Battery.	
Woolwich to Malta and } - (Artillery)	49 horses -	2	57	29 March	6 May.	—	—
Constantinople - - - - }	- - - -	-	-	- - -	- - -	—	—
Constantinople to Varna - - - -	Conveyed artillery -	-	-	- - -	2 June.	—	—
Varna to Constantinople - - - -	- - - -	-	-	- - -	5 June.	—	—
Constantinople to Malta and England	35 tons empty navy casks -	-	-	10 July	—	—	—
Deptford to Malta - - - -	6 tons soap, 417 tons provisions, navy.	-	-	12 October	—	—	—
Malta to Constantinople - - - -	- - - -	-	-	- - -	22 Nov.	—	—
	11½ tons oats.					B. Battery.	
Woolwich to Malta - - - - (Artillery)	48 horses -	2	57	29 March	6 May.	—	—
Malta to Constantinople - - - -	Conveyed artillery -	-	-	- - -	11 May.	—	—
Constantinople to Varna - (Artillery)	47 horses -	2	46	13 June	—	—	—
Varna to Constantinople - - - -	- - - -	-	-	- - -	—	—	—
Constantinople to England - - - -	- - - -	-	-	10 July	14 Sept.	—	—
	34 tons oats, 7 carriages.					E. Battery.	
Woolwich to Constantinople - (Artillery)	54 horses -	2	60	6 April	18 May.	—	—
Constantinople to Varna - (ditto)	56 horses -	5	155	13 June	—	—	—
Varna to Constantinople - - - -	- - - -	-	-	- - -	- - -	—	—
Constantinople to Varna - (Artillery)	44 horses -	5	44	26 June	—	—	—
Varna to Englishman's Bay - - - -	- - - -	-	-	- - -	5 July.	—	—
Englishman's Bay to England - - - -	- - - -	-	-	8 July	13 Sept.	—	—
Portsmouth to Malta - - - -	716 tons navy provisions -	-	-	21 October	—	—	—
Malta to Constantinople - - - -	- - - -	-	-	- - -	26 Nov.	—	—

No information received in Office relative to this Column. Quarterly Accounts of Expenditure have been called for by Transport Board, but have not yet been received.

RETURNS RELATING TO SHIPS ENGAGED AS REGULAR TRANSPORTS,

No.	NAMES.	Whether Steam or Sailing.	Date of Engagement.	If still in the Service.	Register Tonnage on which the Freight is paid.	Rates of Freight.	Reduced or Increased.
14	Arnotdale - - -	Sailing -	9 Mar. 1854	Yes - - -	833 <i>1352</i> <i>3500</i>	30 s. per ton per month	No - -
15	Joseph Shepherd - -	Ditto -	10 Mar. „	Yes - - -	630 <i>3259</i> <i>629 3500</i>	29 s. 9 d. per ton per month.	Reduced to 20s.
16	Lady Valiant - - -	Ditto -	10 Mar. „	Yes - - -	725 <i>8</i> <i>40</i>	32 s. 3 d. per ton per month.	No - -
17	Mangerton - - -	Ditto -	24 Mar. „	No - - - <i>Discharged 26th</i> <i>Dec. 1854.</i>	1,099 <i>766</i> <i>3500</i>	30 s. per ton per month	No - -
18	St. Vincent - - -	Ditto -	4 April „	Yes - - -	630 <i>629 ⁵/₄₀</i>	25 s. 6 d. per ton per month.	Reduced to 20s.
19	Caduceus - - -	Ditto -	27 Mar. „	Yes - - -	1,106 <i>50</i> <i>400</i>	32 s. 6 d. per ton per month.	No - -
20	Ganges - - -	Ditto -	23 Mar. „	Wrecked off the Katcha, 14th Nov. 1854.	770 <i>551</i> <i>3500</i>	30 s. per ton per month	Reduced to 20s.
21	Pride of the Ocean - -	Ditto -	20 Mar. „	Yes - - -	1,279	32 s. 6 d. per ton per month.	Reduced to 20s.

SERVICES PERFORMED.	Quantity Conveyed.			Length of Passage.		Steam-Ships.		
	Cargo or Stores.	Troops.		From	To	Horse-power.	Consumption of Coals or Fuel per Hour.	
		Description.	Officers.					Men.
			No.					No.
							Tons. cufts.	
Woolwich to Constantinople (Artillery)	34 tons oats, . 6 carriages.	3	58	8 April	10 May.	E. Battery.		
Constantinople to Varna (ditto)	52 horses -	3	55	13 June.	—	—		
Varna to Englishman's Bay	33 horses -	—	—	19 June	19 June.	—		
Englishman's Bay to Varna	—	—	—	—	30 July.	—		
Varna to Baltschik	—	—	—	—	10 August.	—		
Baltschik to Eupatoria	With artillery	—	—	—	22 Sept.	—		
Eupatoria to Balaklava	—	—	—	—	26 Nov.	—		
Balaklava to Constantinople	—	—	—	—	8 Dec.	—		
Woolwich to Constantinople (Artillery)	28 tons oats.	2	58	6 April	13 May.	E. Battery.		
Constantinople to Varna (ditto)	50 horses -	2	56	1 June.	—	—		
Varna to Constantinople	52 horses -	—	—	—	9 June.	—		
Constantinople to Varna, in tow of "Simoom"	—	—	—	17 June	20 July.	—		
Varna to Bouykdere	—	—	—	—	5 July.	—		
Bouykdere to Deptford	—	—	—	8 July	9 Sept.	—		
Deptford to Gibraltar to embark horses and ordnance.	—	—	—	26 Sept.	—	—		
Gibraltar to Constantinople	With horses	—	—	—	13 Nov.	—		
Constantinople to Balaklava	—	—	—	—	8 Dec.	—		
Balaklava to Constantinople	—	—	—	—	18 Dec.	—		
Woolwich to Malta (Artillery)	4 tons oats, 10 waggons, 400 boxes ammunition.	2	46	9 April	7 May.	—		
Constantinople to Varna (ditto)	50 horses -	1	43	4 June	9 June.	—		
Varna to Constantinople	{ 51 horses - 7 waggons - }	—	—	—	9 June.	—		
Constantinople to Varna, in tow of "Cambria."	Commissariat store ship	—	—	18 June	20 July.	—		
Varna to Eupatoria	With Commissariat stores	—	—	—	22 Sept.	—		
Eupatoria to Balaklava	Commissariat store-ship	—	—	—	28 October.	—		
					Dismasted 14th Nov. 1834.			
Woolwich to Malta (Artillery)	76 tons oats.	3	46	16 April	22 May.	—		
Constantinople to Varna, in tow of "Medway."	52 horses -	—	—	17 June.	—	—		
Varna to Bouykdere	—	—	—	—	5 July.	—		
Bouykdere to England	6½ tons empty navy casks	—	—	8 July	9 Sept.	—		
Woolwich to Constantinople (Artillery)	4 tons oats.	1	51	19 April	24 May.	—		
Constantinople to Varna and back	46 horses -	—	—	—	2 June.	—		
Constantinople to Varna, in tow of "Jason"	Conveyed artillery	—	—	20 June.	—	—		
Varna to Bouykdere	—	—	—	—	5 July.	—		
Bouykdere to England	—	—	—	10 July	13 Sept.	—		
Deptford to Malta	With naval stores	—	—	10 Oct.	4 Nov.	—		
Malta to Alicante	Sent for a cargo of mules	—	—	12 Nov.	—	—		
Woolwich to Constantinople (Artillery)	64 tons oats.	9	147	12 April	20 May.	—		
Constantinople to Gallipoli and Varna (44th)	44 horses -	24	457	24 June	5 July.	—		
Varna to Baltschik	65 horses -	—	—	—	4 Sept.	—		
Baltschik to the Alma	With artillery	—	—	—	22 Sept.	—		
Alma to Scutari	—	—	—	—	3 October.	—		
Scutari to Balaklava	—	—	—	—	6 Nov.	—		
Balaklava to Constantinople	In tow of "Melbourne," dismasted	—	—	—	21 Nov.	—		
Portsmouth to Malta and Scutari (17th Lancers)	70 horses -	4	70	19 April	20 May.	—		
Scutari to Varna	conveyed part of the 17th Lancers	—	—	—	9/10 June.	—		
Varna to Englishman's Bay	—	—	—	—	5 July.	—		
Englishman's Bay to Varna	—	—	—	30 July.	—	—		
Varna to Baltschik and Varna	—	—	—	—	10 August.	—		
Varna to Eupatoria	With staff horses	—	—	—	22 Sept.	—		
Eupatoria to Balaklava	—	—	—	—	18 October.	—		
Balaklava to Eupatoria	—	—	—	—	28 October.	—		
Eupatoria to the Katcha	—	—	—	—	8 Nov.	—		
Portsmouth to Malta and Scutari (17th Lancers)	83 horses -	5	83	19 April	20 May.	—		
Constantinople to Varna (ditto)	97 horses -	5	92	2 June.	—	—		
Varna to Constantinople	—	—	—	—	6 June.	—		
Constantinople to Varna	87 horses -	2	87	22 June.	—	—		
Varna to Englishman's Bay	—	—	—	—	5 July.	—		
Englishman's Bay to Baltschik	—	—	—	—	10 August.	—		
Kalamita Bay to Varna	{ sent for cavalry and regimental horses }	—	—	—	22 Sept.	—		
Varna to Balaklava	With cavalry	—	—	—	3 October.	—		
Balaklava to Varna	Sent for cattle	—	—	—	18 October.	—		
Varna to Balaklava	With cattle	—	—	—	8 Nov.	—		

Quarterly Accounts of Expenditure have been called for by Transport Board, but have not yet been received.

No information received in Office relative to this Column.

Dismasted 14th November 1854, since employed as a receiving ship and hospital for Marines.

Quarterly Accounts of Expenditure have been called for by Transport Board, but have not yet been received.

No information received in Office relative to this Column.

No.	N A M E S.	Whether Steam or Sailing.	Date of Engagement.	If still in the Service.	Register Tonnage on which the Freight is paid.	Rates of Freight.	Reduced or Increased.
22	Edmondsbury - - -	Sailing -	24 Mar. 1854	Yes - - -	523 <u>719</u> 3500	29 s. 6 d. per ton per month.	No - -
23	Dunbar - - - -	Ditto -	8 Mar. „	Yes - - -	1,321 <u>2526</u> 3500	25 s. per ton per month	No - -
24	Bombay - - - -	Ditto -	9 Mar. „	Yes - - -	1,660	22 s. 6 d. per ton per month.	Reduced to 20s.
25	Cornwall - - - -	Ditto -	16 Mar. „	Yes - - -	1,030 <u>4</u> 10	24 s. 11 d. per ton per month.	Reduced to 20 s.
26	Gometza - - - -	Ditto -	16 Mar. „	Yes - - -	521 <u>1</u> 100	32 s. 6 d. per ton per month.	Reduced to 20s.
27	Bride - - - -	Ditto -	15 Mar. „	Yes - - -	565 <u>1093</u> 3500	25 s. 9 d. per ton per month.	No - -
28	Arthur the Great - -	Ditto -	24 April „	Yes - - -	1,389 <u>3184</u> 3500	32 s. 9 d. per ton per month.	Reduced to 20s.
29	Kangaroo - - - -	Steam -	26 Mar. „	Yes - - -	1,650	3,000 l. per month -	Increased to 50s. per ton per month.

SERVICES PERFORMED.	Quantity Conveyed.			Length of Passage.		Steam-ships.	
	Cargo or Stores.	Troops.		From	To	Horse-power.	Consumption of Coals or Fuel per Hour.
		Description.	Officers. Men.				
			No. No.				Tons. cwt.
Portsmouth to Malta and Scutari - - - - - (17th Lancers)	40 horses - - -		4 40	24 April -	24 May -	—	
Scutari to Varna - - - - -	Conveyed part of the 17th Lancers.			—	—	—	
Varna to Constantinople - - - - -				—	8 June.	—	
Constantinople to Varna - - - - -	Conveyed bat horses - - -			18 June -	20 June.	—	
Varna to Constantinople and Malta - - - - -				27 June -	5 July.	—	
Malta to Deptford - - - - -	69 ½ tons returned stores - - -			— July -	14 Sept.	—	
Deptford and Portsmouth to Constantinople - - - - -	424 tons navy provisions - - -			19 October	10 Dec.	—	
Cork to Gibraltar - - - - - (17th Regiment)			14 402	28 April -	3 May.	—	
Gibraltar to Scutari - - - - -				—	3 June.	—	
Scutari to Englishman's Bay - - - - -				—	5 July.	—	
Englishman's Bay to Baltschik and Eupatoria - - - - -	Conveyed 79th Regiment from Eupatoria.			—	10 August.	—	
Eupatoria to Scutari, in tow of "Kangaroo" - - - - -	With sick troops - - -			—	21 Sept.	—	
Scutari to Eupatoria - - - - -				—	8 Nov.	—	
Eupatoria to Varna - - - - -	To convey stores to Scutari - - -			—	18 Nov.	—	
Varna to Constantinople - - - - -	With stores - - -			—	8 Dec.	—	
Cork to Malta - - - - - (14th Regiment)	1 horse - - -	23 749		26 April -	13 May.	—	
Malta to Scutari - - - - -	Naval depôt for provisions and stores - - -			—	3 June.	—	
Constantinople to Englishman's Bay - - - - -	— ditto - - - ditto - - -			—	5 July.	—	
Englishman's Bay to Constantinople - - - - -				—	30 July.	—	
Constantinople to Varna - - - - -	Military hospital ship - - -			—	19 August.	—	
Varna to Constantinople - - - - -				—	18 October.	—	
Cork to Gibraltar - - - - - (17th Regiment)			11 350	2 May -	12 May.	—	
Gibraltar to Malta - - - - -	2 tons navy provisions - - -			—	6 June.	—	
Malta to Constantinople - - - - -	280 tons navy provisions and navy implements. - - -			—	20 July.	—	
Constantinople to Bouykdere - - - - -				—	31 July.	—	
Bouykdere to Baltschik - - - - -				—	19 August.	—	
Baltschik to Varna - - - - -				—	4 Sept.	—	
Varna to the Alma - - - - -	With gabions and fascines - - -			—	22 Sept.	—	
Alma to Balaklava - - - - -	— ditto - - -			—	3 October.	—	
Balaklava to Constantinople - - - - -	With sick troops - - -			—	18 October.	—	
Cork to Gibraltar and Malta (89th Regiment) - - - - -			9 251	26 April -	16 May.	Touched at Corfu 26th May, and Athens 4th June.	
Malta to Constantinople - - - - -	235 tons navy provisions - - -			20 May -	10 June.		
Constantinople to Deptford - - - - -	13 tons empty casks - - -			3 July -	9 Sept.		
Deptford to Portsmouth - - - - -	To embark troops - - -			28 Sept.	2 October.		
Portsmouth to Corfu - - - - -	With depôt, 34th Regiment - - -			6 October	7 Nov.		
Corfu to Constantinople - - - - -	With 34th Regiment - - -			22 Nov.	29 Nov.	—	
Constantinople to Balaklava - - - - -	— ditto - - -			—	7 Dec.	—	
Balaklava to Constantinople - - - - -	With invalids - - -			—	22 Dec.	—	
Deptford to Constantinople - - - - -	637 ½ tons, Commissariat stores - - -			12 April -	22 May.	—	
Constantinople to Varna - - - - -	Commissariat store ship - - -			26 May -	27 May.	—	
Varna to the Alma - - - - -	— ditto - - -			—	22 Sept.	—	
Alma to Sebastopol - - - - -	— ditto - - -			—	3 October.	—	
Sebastopol to the Katcha - - - - -	— ditto - - -			—	8 October.	—	
Katcha to Balaklava - - - - -	— ditto - - -			—	25 October.	—	
Balaklava to the Katcha - - - - -	— ditto - - -			—	8 Nov.	—	
Katcha to Balaklava - - - - -	— ditto - - -			—	18 Nov.	—	
Deptford to Constantinople - - - - -	770 tons army and navy provisions - - -			7 June -	2 August.	—	
Constantinople to Baltschik - - - - -				—	4 Sept.	—	
Baltschik to the Alma - - - - -	With 1st Royals - - -			—	22 Sept.	—	
Alma to Constantinople - - - - -	Conveyed sick troops - - -			—	3 October.	—	
Constantinople to Balaklava - - - - -	With regimental baggage - - -			—	25 October.	—	
Balaklava to Eupatoria - - - - -				—	8 Nov.	—	
Eupatoria to Constantinople - - - - -				—	8 Dec.	—	
Liverpool to Malta and Constantinople - - - - - (77th Regiment)	8 horses - - -	28 816		10 March -	24 March.	300	
Constantinople to Malta - - - - -				3 May -	7 May.	N.B.—This vessel sailed from Constantinople, on the 7th November, to remove the Medical Establishment from Varna to the former port.	
Malta to Woolwich - - - - -				16 May -	20 May.		
Woolwich for Portsmouth and Cork - - - - -				25 June -	2 July.		
Portsmouth and Cork to Constantinople - - - - - (detachments)		10 746		4 July -	20 July.		
Constantinople to Varna - - - - -				20 July -	20 July.		
Varna to Beicos Bay - - - - -				—	10 August.		
Beicos Bay to Baltschik and the Crimea, and back. - - - - -	Conveyed battalion Scots Fusiliers Guards from Baltschik. - - -			—	19 August.		
Baltschik to Scutari - - - - -	With sick - - -			—	21 Sept.		
Scutari to Sebastopol - - - - -				—	18 October.		
Sebastopol to Varna - - - - -	With despatches, and to bring back troops. - - -			—	25 October.		
Varna to Constantinople - - - - -	Accompanied "Himalaya," from Varna, that vessel being crippled. - - -			—	8 Nov.	—	
Constantinople to Toulon - - - - -				—	18 Dec.	—	
Toulon to the Crimea - - - - - (French troops)	24 horses - - -	31 688		28 Dec. -	27 Dec.	—	

N.B.—This vessel was employed on various services between Constantinople and Varna, in the months of November and part of December.

No information received in Office relative to this Column. Quarterly Accounts of Expenditure have been called for by Transport Board, but have not yet been received.

No.	N A M E S.	Whether Steam or Sailing.	Date of Engagement.	If still in the Service.	Register Tonnage on which the Freight is paid.	Rates of Freight.	Reduced or Increased.
30	Blundell - - - -	Sailing -	18 Mar. 1854	Yes - - -	573	29 s. per ton per month	Reduced to 20 s.
31	Eveline - - - -	Ditto -	1 April „	Yes - - -	904	29 s. 8 d. per ton per month.	Reduced to 20 s.
32	Sultana - - - -	Ditto -	27 Mar. „	Yes - - -	775 2783 3500	32 s. 5 d. per ton per month.	No - -
33	Blake - - - -	Ditto -	1 April „	Yes - - -	731 2266 3500	30 s. per ton per month	Reduced to 20 s.
34	London - - - -	Ditto -	7 April „	Yes - - -	725 8 700	32 s. 8 d. per ton per month.	Reduced to 20 s.
35	Culloden - - - -	Ditto -	3 April „	Wrecked off Eupatoria, 3d Dec. 1854.	726 1182 3500	32 s. per ton per month	Reduced to 20 s.
36	Lady M'Naughten - -	Ditto -	3 April „	Yes - - -	653	31 s. 9 d. per ton per month. 38 s. if discharged abroad.	Reduced to 20 s.

SERVICES PERFORMED.	Quantity Conveyed.		Length of Passage.		Steam-ships.	
	Cargo or Stores.	Troops.	From	To	Horse-power.	Consumption of Coals or Fuel per Hour.
	Description.	Officers. Men.				
		No. No.				
Portsmouth to Malta, and } (17th Lancers) Scutari - - - - -	50 horses - -	4 51	23 April -	13 May.	—	Tons. cicts.
Constantinople to Varna - - - -	Conveyed part of the 17th Lancers -		- - -	9/10 June.	—	
Varna to Constantinople - - - -	- - - - -		- - -	6 June.	—	
Constantinople to Varna, in tow of "Golden Fleece."	Conveyed bat horses	- - -	17 June -	20 June.	—	
Varna to Englishman's Bay - - - -	- - - - -	- - -	- - -	5 July.	—	
Englishman's Bay to Deptford - - - -	- - - - -	- - -	8 July -	9 Sept.	—	
Deptford to Gibraltar - - - -	207 tons navy provisions -	- - -	3 October -	- - -	—	
Gibraltar to Constantinople - - - -	With horses - - - -	- - -	23 October -	13 Nov.	—	
Constantinople to Balaklava - - - -	- - - - -	- - -	- - -	26 Nov.	—	
Balaklava to Constantinople - - - -	With sick - - - -	- - -	- - -	5 Dec.	—	
Portsmouth to Malta and } (17th Lancers) Constantinople - - - - -	55 horses - -	7 54	25 April -	18 May.	—	
Constantinople to Varna - - - -	Conveyed part of the 17th Lancers -		- - -	6 June.	—	
Varna to Constantinople - - - -	- - - - -	- - -	- - -	20 June.	—	
Constantinople to Varna, in tow of "Andes"	Conveyed bat horses	- - -	17 June -	20 July.	—	
Varna to Bouykdere - - - -	- - - - -	- - -	- - -	19 August.	—	
Bouykdere to Baltschik - - - -	- - - - -	- - -	- - -	22 Sept.	—	
Baltschik to Eupatoria - - - -	With artillery - - - -	- - -	- - -	28 October.	—	
Eupatoria to Balaklava - - - -	With regimental baggage -	- - -	- - -	8 Nov.	—	
Balaklava to Eupatoria - - - -	- - - - -	- - -	- - -	8 Dec.	—	
Eupatoria to Constantinople - - - -	- - - - -	- - -	- - -	- - -	—	
Woolwich to Constantinople - (Artillery)	2 6-pr. guns, 52 tons oats,	- - -	- - -	- - -	—	
Constantinople to Varna and back Ditto -	54 horses - -	2 47	27 April -	7 June.	—	
Bouykdere to Kulali - - - -	53 horses - -	1 48	14 June -	20 June.	—	
Kulali to Varna - - - -	50 horses - -	1 56	26 June -	5 July.	—	
Varna to Bouykdere - - - -	- - - - -	- - -	- - -	30 July.	—	
Bouykdere to Varna - - - -	- - - - -	- - -	- - -	10 August.	—	
Varna to Baltschik - - - -	- - - - -	- - -	- - -	22 Sept.	—	
Baltschik to Eupatoria - - - -	With artillery - - - -	- - -	- - -	18 October.	—	
Eupatoria to Constantinople, to repair damages.	- - - - -	- - -	- - -	- - -	—	
Woolwich to Constantinople, } - (Artillery) in tow of "Emperor" - - - -	76 tons oats, 50 horses - -	2 53	9 May -	16 June.	—	
Constantinople to Varna - - - -	48 horses - -	2 53	19 June -	20 June.	—	
Varna to Englishman's Bay - - - -	- - - - -	- - -	- - -	5 July.	—	
Englishman's Bay to Gibraltar and England	{ 35 tons empty casks - } { 2 tons returned clothing }	- - -	10 July -	12 Sept.	—	
Deptford for Woolwich and Haulbowline - - - -	- - - - -	- - -	5 October -	10 Nov.	—	
Haulbowline to Constantinople - - - -	8 1/2 tons (army) biscuit -	- - -	11 Nov. -	- - -	—	
Woolwich to Constantinople - (Artillery)	52 tons oats, 50 horses - -	2 52	5 May -	18 June.	—	
Constantinople to Varna - - - -	- - - - -	- - -	23 June -	24 June.	—	
Varna to Bouykdere - - - -	- - - - -	- - -	30 June -	2 July.	—	
Bouykdere to Baltschik - - - -	- - - - -	- - -	- - -	10 August.	—	
Baltschik to Varna - - - -	- - - - -	- - -	- - -	4 Sept.	—	
Varna to Eupatoria - - - -	With ambulance corps -	- - -	- - -	22 Sept.	—	
Eupatoria to Constantinople - - - -	- - - - -	- - -	- - -	5 Dec.	—	
Portsmouth to Constanti- } (13th Dragoons) nople - - - - -	48 horses - -	5 50	10 May -	18 June.	—	
Constantinople to Varna - - - -	- - - - -	- - -	- - -	5 July.	—	
Varna to Englishman's Bay - - - -	- - - - -	- - -	- - -	20 July.	—	
Englishman's Bay to Constantinople - - - -	{ To receive reserves of camp equi- } { page - - - - - }	- - -	- - -	19 August.	—	
Constantinople to Eupatoria - - - -	With reserved camp equipage -	- - -	- - -	4 Sept.	—	
Woolwich to Constantinople - (Artillery)	22 tons oats, 44 horses - -	2 49	29 April -	18 June.	—	
Woolwich to Bouykdere - - - -	- - - - -	- - -	- - -	5 July.	—	
Bouykdere to Baltschik - - - -	- - - - -	- - -	- - -	19 August.	—	
Baltschik to Varna - - - -	- - - - -	- - -	- - -	4 Sept.	—	
Varna to the Alma and Balaklava - - - -	With gabions and fascines -	- - -	- - -	22 Sept.	—	
Balaklava to Constantinople - - - -	With sick troops - - - -	- - -	- - -	28 Oct.	—	
Constantinople to Eupatoria - - - -	- - - - -	- - -	- - -	8 Nov.	—	
Eupatoria to Constantinople - - - -	- - - - -	- - -	- - -	18 Nov.	—	
Constantinople to Balaklava - - - -	With hay - - - -	- - -	- - -	5 Dec.	—	

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No.	N A M E S.	Whether Steam or Sailing.	Date of Engagement.	If still in the Service.	Register Tonnage on which the Freight is paid.	Rates of Freight.	Reduced or Increased.
37	Rodsley - - - -	Sailing -	6 April 1854	Wrecked off the Katcha, 14 No- vember 1854.	733 <u>3289</u> 3500	31 s. 6 d. per ton per month.	Reduced to 20s.
38	Rubicon - - - -	Ditto -	5 April 1854 <i>Discharged 7 October 1854.</i>	No - - -	626 <u>2031</u> 3500	26s. per ton per month	No - -
39	Harkaway - - - -	Ditto -	4 April 1854	Yes - - -	898 <u>1945</u> 3500	32 s. 9 d. per ton per month.	Reduced to 20s.
40	Kenilworth - - - -	Ditto -	15 April „	Wrecked off Ba- laklava, 14 No- vember 1854.	623 <u>150</u> 3500	30s. per ton per month	Reduced to 20s.
41	Philip Laing - - - -	Ditto -	10 April 1854 <i>Discharged 26 September 1854.</i>	No - - -	547 <u>2860</u> 3500	31 s. 3 d. per ton per month.	No - -
42	Mary Ann - - - -	Ditto -	12 April 1854	Yes - - -	723	33 s. 9 d. per ton per month.	Reduced to 20s.
43	Calliope - - - -	Ditto -	18 April „	Yes - - -	769 <u>767</u> 3500	32 s. 6 d. per ton per month.	No - -

SERVICES PERFORMED.	Quantity Conveyed.			Length of Passage.		Steam-ships.	
	Cargo or Stores.	Troops.		From	To	Horse-power.	Consumption of Coals or Fuel per Hour.
	Description.	Officers.	Men.				
	2 guns, 3 carriages, 22 tons oats.	No.	No.				Tons. cwt.
Woolwich to Constantinople - (Artillery)	52 horses -	2	48	26 April	7 June.	—	—
Constantinople to Varna -	—	2	—	14 June	20 June.	—	—
Varna to Bouykdere -	—	—	—	—	5 July.	—	—
Bouykdere to Constantinople -	—	—	—	—	19 August.	—	—
Constantinople to Eupatoria -	With artillery -	—	—	—	22 Sept.	—	—
Eupatoria to Sebastopol -	—	—	—	—	18 October.	—	—
Sebastopol to the Katcha -	—	—	—	—	28 October.	—	—
Katcha to Eupatoria -	—	—	—	—	8 Nov.	—	—
Woolwich to Malta and Constantinople - (Artillery)	5 carriages, 4 tons oats. 48 horses -	2	52	26 April	14 June.	—	—
Constantinople to Varna, in tow of "Jason" - ditto -	—	2	—	20 June	20 June.	—	—
Varna to Englishman's Bay -	—	—	—	—	5 July.	—	—
Englishman's Bay to Malta and England -	4 tons empty casks -	—	—	10 July	16 Sept.	—	—
Woolwich to Malta and Constantinople - (Artillery)	2 guns, 5 carriages, 52 tons oats. 56 horses -	4	55	25 April	11 June.	—	—
Constantinople to Varna, in tow of "Cambria" - ditto -	— ditto -	4	55	13 June	20 June.	—	—
Varna to Gallipoli.	—	—	—	—	—	—	—
Gallipoli to Varna - 50th Regiment	—	12	181	22 June.	—	—	—
Varna to Bouykdere -	—	—	—	—	5 July.	—	—
Bouykdere to Baltschik and Varna -	—	—	—	—	10 August.	—	—
Varna to Eupatoria -	With artillery -	—	—	—	4 Sept.	—	—
Eupatoria to Balaklava -	—	—	—	—	22 Sept.	—	—
Balaklava to the Bosphorus -	—	—	—	—	26 Nov.	—	—
Bosphorus to Balaklava -	With forage -	—	—	—	8 Dec.	—	—
Woolwich to Malta and Constantinople - (Artillery)	4 tons oats, 2 guns, 3 carriages. 50 horses -	3	54	29 April	18 June.	—	—
Constantinople to Varna.	—	—	—	—	5 July.	—	—
Varna to Bouykdere -	—	—	—	—	19 August.	—	—
Bouykdere to Baltschik -	—	—	—	—	4 Sept.	—	—
Baltschik to Varna -	With artillery -	—	—	—	22 Sept.	—	—
Varna to Eupatoria -	—	—	—	—	—	—	—
Eupatoria to Balaklava.	—	—	—	—	—	—	—
Woolwich to Malta and Constantinople - (Artillery)	3 carriages, 4 tons oats. 38 horses -	1	35	5 May	19 June.	—	—
Constantinople to Varna.	—	—	—	—	5 July.	—	—
Varna to Bouykdere -	—	—	—	—	12 July	—	—
Bouykdere to Gibraltar and England -	21½ tons empty casks from Gibraltar.	—	—	—	16 Sept.	—	—
Portsmouth to Scutari - 13th Dragoons	54 horses -	3	49	9 May	14 June.	—	—
Scutari to Varna, in tow of "City of London."	—	3	—	16 June	20 June.	—	—
Varna to Bouykdere -	—	—	—	—	5 July.	—	—
Bouykdere to Varna and Baltschik -	—	—	—	—	30 July.	—	—
Baltschik to Eupatoria -	With artillery -	—	—	—	4 Sept.	—	—
Eupatoria to Balaklava -	With cattle -	—	—	—	22 Sept.	—	—
Balaklava to the Bosphorus -	—	—	—	—	28 October.	—	—
Portsmouth to Scutari - 13th Dragoons	54 horses -	4	51	11 May	18 June.	—	—
Scutari to Varna.	—	—	—	—	5 July.	—	—
Varna to Englishman's Bay -	—	—	—	—	30 July.	—	—
Englishman's Bay to Varna -	—	—	—	—	10 August.	—	—
Varna to Baltschik -	With artillery -	—	—	—	22 Sept.	—	—
Baltschik to Eupatoria -	—	—	—	—	18 October.	—	—
Eupatoria to the Katcha -	—	—	—	—	—	—	—
Katcha to Eupatoria -	—	—	—	—	28 October.	—	—
Eupatoria to Balaklava -	—	—	—	—	26 Nov.	—	—
Balaklava to the Bosphorus -	—	—	—	—	8 Dec.	—	—

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No.	N A M E S.	Whether Steam or Sailing.	Date of Engagement.	If still in the Service.	Register Tonnage on which the Freight is paid.	Rates of Freight.	Reduced or Increased.
44	Echunga - - - -	Sailing -	13 March 1854	Yes - - -	1,007	28 s. 9 d. per ton per month.	No - - -
45	Medora - - - -	Ditto -	13 March „	Yes - - -	642 17 42 3500	25 s. 9 d. per ton per month.	Reduced to 20 s.
6	Mary Ann - - - -	Ditto -	13 March „	Yes - - -	957 10 3500	31 s. 9 d. per ton per month.	Reduced to 20 s.
47	Wilson Kennedy - -	Ditto -	20 March „	Yes - - -	1,130 1129 1145 3500	28 s. 9 d. per ton per month.	Reduced to 20 s.
48	Shooting Star - - -	Ditto -	20 March „	Yes - - -	1,362 3218 3500	32 s. 9 d. per ton per month.	No - - -
49	Star of the South - -	Ditto -	13 March „	Yes - - -	1,252 87 100	25 s. 9 d. per ton per month.	No - - -
50	Courier - - - -	Ditto -	13 March „	Yes - - -	1,090 60 100	29 s. 9 d. per ton per month.	No - - -

SERVICES PERFORMED.	Quantity Conveyed.		Length of Passage.		Steam-Ships.	
	Cargo or Stores.	Troops.	From	To	Horse-power.	Consumption of Coals, or Fuel, per Hour.
	Description.	Officers. Men.				
		No. No.				Tons. cicts.
Devonport (from Liverpool) } (8th Hussars)	49 horses - -	5 49	17 April -	20 May.	—	
to Scutari - - - - -	Conveyed part of 8th Hussars.		—	—	—	
Scutari to Varna - - - - -	Conveyed bat horses		16 June.	4 June.	—	
Varna to Constantinople - - - - -				5 July.	—	
Constantinople to Varna, in tow of "Simoom"				10 August.	—	
Varna to Englishman's Bay - - - - -				22 Sept.	—	
Englishman's Bay to Baltschik - - - - -	With artillery			3 October.	—	
Baltschik to Eupatoria - - - - -	With gabions and fascines			18 October.	—	
Eupatoria to Sebastopol - - - - -				28 October.	—	
Sebastopol to Balaklava - - - - -	With wounded men			18/26 Nov.	—	
Balaklava to Constantinople - - - - -				8 Dec.	—	
Constantinople to Eupatoria and Balaklava -						
Balaklava to the Bosphorus - - - - -						
Devonport (from Liverpool) } (8th Hussars)	49 horses - -	4 46	28 April -	5 June.	—	
to Scutari - - - - -	Conveyed part of 8th Hussars			13 June.	—	
Constantinople to Varna and back - - - - -				10 July.	—	
Constantinople to Gallipoli - - - - -				11 July.	—	
Gallipoli to Malta - - - - -	With sappers and miners -			7 August.	—	
Malta to Constantinople - - - - -				19 August.	—	
Constantinople to Varna - - - - -	Minié rifle magazine ship			22 Sept.	—	
Varna to the Alma - - - - -	Magazine ship			3 October.	—	
Alma to Balaklava - - - - -						
Dismasted 14 November 1854.						
Devonport to Malta and } (8th Hussars)	52 horses - -	4 48	20 April -	22 May.	—	
Constantinople - - - - -	Conveyed part of 8th Hussars.			4 June.	—	
Constantinople to Varna - - - - -				5 July.	—	
Varna to Constantinople - - - - -				20 July.	—	
Constantinople to Bouykdere - - - - -				10 August.	—	
Bouykdere to Varna - - - - -	With artillery			22 Sept.	—	
Varna to Baltschik - - - - -				26 Nov.	—	
Baltschik to Eupatoria - - - - -				8 Dec.	—	
Eupatoria to Balaklava - - - - -						
Balaklava to the Bosphorus - - - - -						
Devonport to Malta and } (8th Hussars)	85 horses - -	6 81	4 May -	5 June.	—	
Constantinople - - - - -	Conveyed part of 8th Hussars			13 June.	—	
Constantinople to Varna and back - - - - -				5 July.	—	
Constantinople to Englishman's Bay - - - - -				30 July.	—	
Englishman's Bay to Varna - - - - -				10 August.	—	
Varna to Baltschik - - - - -	Sent back for regimental horses		19 Sept.	22 Sept.	—	
Kalamita Bay to Varna - - - - -	With horses			26 Sept.	—	
Varna to the Crimea, in tow of "Jason" -	To repair defects			8 October.	—	
Crimea to Constantinople - - - - -						
Lost 90 horses in a heavy gale of wind.						
Devonport to Malta and } (8th Hussars)	62 horses - -	4 61	25 April -	22 May.	—	
Scutari - - - - -	Conveyed part of 8th Hussars			19 June.	—	
Scutari to Varna and back - - - - -				15 July.	—	
Constantinople to Malta - - - - -			27 June -	30 July.	—	
Malta to Bouykdere - - - - -	{ 323 tons biscuit and coffee - Army }		— July -	10 August.	—	
Bouykdere to Varna - - - - -	10 " casks - - - - - Navy }			22 Sept.	—	
Varna to Eupatoria - - - - -	With mules and provisions for Malta			3 October.	—	
Eupatoria to Sebastopol - - - - -	With artillery			8 October.	—	
Sebastopol to Balaklava - - - - -	With gabions and fascines			28 October.	—	
Balaklava to Constantinople - - - - -	To receive sick troops			18 Nov.	—	
Constantinople to Balaklava - - - - -	With sick troops			8 Dec.	—	
Balaklava to Varna - - - - -	To convey Turkish troops to Eupatoria					
	16½ tons rum and vinegar, Navy.					
Cork to Gibraltar and Malta { (39th Regt. from Gibraltar)	1 horse - - -	13 402	20 April -	30 April.	—	
Malta to Constantinople - - - - -				7 June.	—	
Constantinople to Varna - - - - -				20 June.	—	
Varna to Baltschik - - - - -	With siege train			10 August.	—	
Baltschik to Varna - - - - -	ditto			19 August.	—	
Varna to the Alma - - - - -	ditto			22 Sept.	—	
Alma to Balaklava - - - - -	Magazine ship for the Army			3 October.	—	
Cork to Gibraltar and Malta (39th Regt.)	{ 21 tons provisions, Navy }	11 348	20 April -	16 May.	—	
Malta to Constantinople - - - - -				7 June.	—	
Constantinople to Varna - - - - -				20 June.	—	
Varna to Bouykdere and Scutari - - - - -	179½ tons returned casks, &c.			5/20 July.	—	
Scutari to Baltschik - - - - -	Store-ship for reserves of camp equipage			10 August.	—	
Baltschik to Varna - - - - -	With siege train			19 August.	—	
Varna to the Alma - - - - -	With 19th Regt.			22 Sept.	—	
Alma to Constantinople - - - - -	With sick troops			3 October.	—	
Constantinople to Varna - - - - -				18 Nov.	—	
Varna to Balaklava - - - - -				26 Nov.	—	
Balaklava to the Bosphorus - - - - -				8 Dec.	—	

No information received in Office relative to this Column. Quarterly Accounts of Expenditure have been called for by Transport Board, but have not yet been received.

No.	N A M E S.	Whether Steam or Sailing.	Date of Engagement.	If still in the Service.	Register Tonnage on which the Freight is paid.	Rates of Freight.	Reduced or Increased.
51	Timandra - - - -	Sailing -	13 March 1854	Yes - - -	1,119 <u>51</u> 3500	31 s. 9 d. per ton per month.	No - -
52	Paramatta - - - -	Ditto -	16 March "	Yes - - -	661 <u>3116</u> 3500	32 s. 6 d. per ton per month.	Reduced to 20s.
53	Asia - - - - -	Ditto -	3 April "	Wrecked off Eupatoria, 14 Nov. 1854.	721 <u>2144</u> 3500	32 s. 6 d. per ton per month.	No - -
54	Gertrude - - - -	Ditto -	3 April "	Yes - - -	1,361 <u>295</u> 3500	26 s. per ton per month. 35 s. if discharged in the Mediterranean.	Reduced to 20s.
55	Glendalough - - - -	Ditto -	28 March "	Wrecked off Eupatoria, 14 Nov. 1854.	1,058 <u>46</u> 100	32 s. 6 d. per ton per month.	No - -
56	War Cloud - - - -	Ditto -	3 April "	Yes - - -	1,250 <u>1778</u> 3500	28 s. per ton per month.	No - -
57	Tyrone - - - - -	Ditto -	1 April "	Wrecked off the Katcha, 14 Nov. 1854.	1,197 <u>26</u> 3500	29 s. per ton per month. 31 s. 6 d. if discharged in the Mediterranean.	No - -
58	Pedestrian - - - -	Ditto -	13 April "	Yes - - -	1,045 <u>18</u> 100	32 s. 5 d. per ton per month.	Reduced to 20s.
59	Negotiator - - - -	Ditto -	18 April "	Yes - - -	587 <u>1247</u> 3500	29 s. per ton per month. 34 s. if discharged in the Mediterranean.	Reduced to 20s.

SERVICES PERFORMED.	Quantity Conveyed.			Length of Passage.		Steam-Ships.	
	Cargo or Stores.	Troops.		From	To	Horse-power.	Consumption of Coals, or Fuel per Hour.
		Officers.	Men.				
		No.	No.				Tons. cwt.
Cork to Gibraltar and Malta (89th Regiment)	{ 95 tons provi- sion, Navy - } 5 tons marine clothing.	16	498	21 April -	15 May.	—	
	<i>Provisions shipped at Gibraltar.</i>						
Malta to Constantinople - - - -	- - - -	- -	- -	- -	10 June.	—	—
Constantinople to Varna - - - -	- - - -	- -	- -	- -	5 July.	—	—
Varna to Englishman's Bay - - - -	35 1/4 tons returned	casks, &c.	- -	- -	20 July.	—	—
Englishman's Bay to Varna - - - -	- - - -	- -	- -	- -	30 July.	—	—
Varna to Baltschik and Varna - - - -	- - - -	- -	- -	- -	{ 10 Aug. 4 Sept. }	—	—
Varna to the Alma - - - -	With 55th Regiment	- -	- -	- -	22 Sept.	—	—
Alma to Constantinople - - - -	With sick troops	- -	- -	- -	3 October.	—	—
Constantinople to Balaklava - - - -	- - - -	- -	- -	- -	26 Nov.	—	—
Balaklava to the Bosphorus - - - -	With sick troops	- -	- -	- -	8 Dec.	—	—
Dublin to Malta - - (11th Hussars)	37 horses - -	3	38	13 May	6 June.	—	—
Malta to Constantinople - - - -	- - - -	- -	- -	- -	22 June.	—	—
Constantinople to Varna - - - -	With troops - -	- -	- -	- -	5 July.	- -	Disem- barked troops at Varna, 5 July.
Varna to Gibraltar and Liverpool - - - -	- - - -	- -	- -	- -	7 Sept.	—	—
Liverpool to Deptford - - - -	- - - -	- -	- -	- -	Sept.	—	—
Deptford to Balaklava - - - -	With planking, &c.	- -	- -	27 October.	—	—	—
Dublin for Malta and Con- stantinople - - - - (11th Hussars)	46 horses - -	4	46	10 May	18 June.	—	—
Constantinople to Varna - - - -	- - - -	- -	- -	- -	—	—	—
Varna to Englishman's Bay - - - -	- - - -	- -	- -	- -	5 July.	—	—
Englishman's Bay to Baltschik - - - -	- - - -	- -	- -	- -	19 August.	—	—
Baltschik to Eupatoria - - - -	With artillery - -	- -	- -	- -	22 Sept.	—	—
Liverpool to Scutari - - (1st Dragoons)	50 horses - -	4	52	11 May	20 June.	—	—
Scutari to Baltschik - - - -	- - - -	- -	- -	- -	10 August.	—	—
Baltschik to Varna - - - -	With siege train - -	- -	- -	- -	19 August.	—	—
Varna to the Alma - - - -	- - ditto - -	- -	- -	- -	22 Sept.	—	—
Alma to Balaklava - - - -	- - ditto - -	- -	- -	- -	3 October.	—	—
Balaklava to the Bosphorus - - - -	With sick troops - -	- -	- -	- -	8 Dec.	—	—
<i>To be fitted as a magazine ship.</i>							
Dublin to Constantinople - (11th Hussars)	50 horses - -	3	50	9 May	10 June.	—	—
Constantinople to Varna - (Artillery)	51 horses - -	2	52	21 June.	—	—	—
Varna to Bouykdere - - - -	- - - -	- -	- -	- -	5 July.	—	—
Bouykdere to Varna - - - -	- - - -	- -	- -	- -	19 August.	—	—
Varna to Baltschik - - - -	- - - -	- -	- -	- -	4 Sept.	—	—
Baltschik to Eupatoria - - - -	With artillery - -	- -	- -	- -	22 Sept.	—	—
Dublin to Malta and Con- stantinople - - - - (11th Hussars)	56 horses - -	3	57	12 May	17 June.	—	—
Constantinople to Varna, in tow of "Hydaspes" - - - - ditto	- - - -	- -	- -	- -	19 June.	—	—
Varna to Englishman's Bay - - - -	- - - -	- -	- -	- -	5 July.	—	—
Englishman's Bay to Varna - - - -	- - - -	- -	- -	- -	20 July.	—	—
Varna to Baltschik - - - -	- - - -	- -	- -	- -	10 August.	—	—
Kalamita Bay to Varna - - - -	To embark cavalry - -	- -	- -	19 Sept.	—	—	—
Varna to the Crimea, in tow of "Emperor"	120 horses and powder - -	- -	- -	26 "	—	—	—
Crimea to Varna - - - -	To embark cavalry and horses - -	- -	- -	- -	3 October.	—	—
Varna to Balaklava - - - -	- - - -	- -	- -	- -	28 October.	—	—
Balaklava to Eupatoria - - - -	- - - -	- -	- -	- -	8 Nov.	—	—
Eupatoria to the Bosphorus - - - -	Lost 76 horses in a heavy gale of wind	- -	- -	- -	8 Dec.	—	—
Dublin to Malta - - (11th Hussars)	52 horses - -	5	55	17 May	8 June.	—	—
Malta to Constantinople and Varna - - - -	- - - -	- -	- -	- -	5 July.	—	—
Varna to Englishman's Bay - - - -	- - - -	- -	- -	- -	20 July.	—	—
Englishman's Bay to Baltschik - - - -	- - - -	- -	- -	- -	10 August.	—	—
Kalamita Bay to Varna - - - -	To embark cavalry - -	- -	- -	19 Sept.	—	—	—
Varna to Balaklava - - - -	With powder, cavalry, and horses - -	- -	- -	- -	8 October.	—	—
Balaklava to Eupatoria - - - -	- - - -	- -	- -	- -	8 Nov.	—	—
Liverpool to Scutari - - (1st Dragoons)	52 horses - -	4	51	12 May	18 June.	—	—
Scutari to Varna - - - -	- - - -	- -	- -	- -	5 July.	—	—
Varna to Bouykdere - - - -	- - - -	- -	- -	- -	10 August.	—	—
Bouykdere to Scutari - - - -	- - - -	- -	- -	- -	19 August.	—	—
Scutari to Baltschik - - - -	- - - -	- -	- -	- -	4 Sept.	—	—
Baltschik to the Bosphorus - - - -	- - - -	- -	- -	- -	22 Sept.	—	—
Bosphorus to Eupatoria - - - -	With artillery - -	- -	- -	- -	26 Nov.	—	—
Eupatoria to Balaklava - - - -	- - - -	- -	- -	- -	8 Dec.	—	—
Balaklava to the Bosphorus - - - -	- - - -	- -	- -	- -	—	—	—
Portsmouth to Constan- tinople - - - - (13th Dragoons)	49 horses - -	3	51	9 May	9 June.	—	—
Constantinople to Varna - - - -	- - - -	- -	- -	- -	20 July.	—	—
Varna to Baltschik - - - -	- - - -	- -	- -	- -	4 Sept.	—	—
Baltschik to the Alma - - - -	With gabions and fascines - -	- -	- -	- -	22 Sept.	—	—
Alma to Balaklava - - - -	- ditto - - ditto - -	- -	- -	- -	3 October.	—	—
Balaklava to Constantinople - - - -	With sick troops - -	- -	- -	- -	18 October.	—	—
Constantinople to Balaklava - - - -	With forage - -	- -	- -	- -	26 Nov.	—	—

No information received in Office relative to this Column. Quarterly Accounts of Expenditure have been called for by Transport Board, but have not yet been received.

No.	NAMES.	Whether Steam or Sailing.	Date of Engagement.	If still in the Service.	Register Tonnage on which the Freight is paid.	Rates of Freight.	Reduced or Increased.
60	Monarchy - - -	Sailing -	20 April 1854	Yes - - -	776 <u>47</u> 100	31 s. 6 d. per ton per month. 38 s. 6 d. if discharged in the Mediterranean.	Reduced to 20s.
61	Harbinger - - -	Ditto -	18 April „	Wrecked off Eupatoria, 14th Nov. 1854.	750 <u>2174</u> 3500	28 s. per ton per month. 33 s. if discharged in the Mediterranean.	Reduced to 20s.
62	Northumberland - -	Ditto -	18 April „ Discharged 25 September 1854.	No - - -	811 <u>7</u> 10	29 s. 6 d. per ton per month.	No - -
63	Wild Wave - - -	Ditto -	18 March „	Wrecked off Baklava, 14th Nov. 1854.	566 <u>91</u> 100	29 s. 9 d. per ton per month.	No - -
65	Tonning - - -	Steam -	22 Feb. 1854	Yes - - -	986 <u>93</u> 100	£. 1,800 per month -	No - -
66	City of London - -	Ditto -	2 March „	Yes - - -	1,116	£. 600 per week -	No - -
67	Emperor - - -	Ditto -	14 March „	Yes - - -	1,320	£. 650 per week -	No - -

SERVICES PERFORMED.	Quantity Conveyed.			Length of Passage.		Steam-Ships.	
	Cargo or Stores.	Troops.		From	To	Horse-power.	Consumption of Coals or Fuel per Hour.
		Description.	Men.				
		No.	No.				Tons. Cwt.
Portsmouth to Constantinople - (13th Dragoons and 77th Regiment)	47 horses -	6	44	12 May	8 June.	—	—
Scutari to Varna - ditto	49 horses -	7	48	14 June.	—	—	—
Varna to Constantinople	—	—	—	—	5 July.	—	—
Constantinople to Varna	—	—	—	—	20 July.	—	—
Varna to Baltschik	—	—	—	—	4 Sept.	—	—
Baltschik to Eupatoria	With Artillery	—	—	—	22 Sept.	—	—
Eupatoria to Sebastopol	With Commissariat stores	—	—	—	3 October.	—	—
Sebastopol to the Katcha	ditto	—	—	—	8 October.	—	—
Katcha to Balaklava	ditto	—	—	—	26 Nov.	—	—
Portsmouth to Malta and Constantinople - (Artillery 13th Dragoons Civil Artificers)	Siege train 53 horses -	12 6	145 50	12 May	17 June.	—	—
Constantinople to Varna.	—	—	—	—	—	—	—
Varna to Bouykdere	—	—	—	—	5 July.	—	—
Bouykdere to Baltschik	—	—	—	—	19 August.	—	—
Baltschik to Eupatoria	—	—	—	—	22 Sept.	—	—
Woolwich to Constantinople - (Artillery)	64 tons Oats. 48 horses -	1	51	5 April	9 June.	—	—
Constantinople to Bouykdere	—	—	—	—	5 July.	—	—
Bouykdere to Gibraltar and England	—	—	—	10 July	12 Sept.	—	—
Plymouth to Scutari	507 tons Army provisions	—	—	3 April	4 May.	—	—
Scutari to Varna	Commissariat store ship	—	—	—	5 July.	—	—
Varna to Eupatoria	ditto	—	—	—	22 Sept.	—	—
Eupatoria to Balaklava	ditto	—	—	—	25 October.	—	—
Woolwich to Constantinople {Staff and 6th Dra. Guards}	53 horses	15	62	3 April	25 April	300	—
Malta to Portsmouth {with depôts of 30th & 44th Regts.}	—	—	—	May	29 May.	—	—
Portsmouth to Gibraltar, Malta and Scutari {13th & 17th Regts.}	58 horses	3	182	25 June	16 July.	—	—
Scutari to Varna	58 horses	3	182	16 July	20 July.	—	—
Varna to Constantinople	—	—	—	—	30 July.	—	—
Constantinople to Varna	—	—	—	—	4 Sept.	—	—
Varna to the Alma	With Staff and part of Grenadier Guards.	—	—	Sept.	22 Sept.	—	—
Alma to Varna	Sent back for Staff horses	—	—	19 Sept.	22 Sept.	—	—
Varna to Balaklava	With horses and cattle	—	—	—	18 October.	—	—
Balaklava to Eupatoria	Commissariat ship	—	—	—	8 Nov.	—	—
Eupatoria to Constantinople	ditto	—	—	—	18 Nov.	—	—
Woolwich to Malta - (Staff)	4 tons oats 310 tons provisions and rum. 36 horses	22	100	6 April	18 April	450	—
Malta to Scutari	—	20	2	2 May	7 May	—	—
Scutari to Varna - {25th & 33d Regts.}	39 horses	18	74	29 May	—	—	—
Varna to Constantinople.	—	—	—	—	—	—	—
Constantinople to Varna and back	19 horses	5	12	6 June	9 June	—	—
Varna to —	41 horses	8	31	16 June.	—	—	—
Scutari to Varna - (Staff)	23 horses	17	35	20 June.	—	—	—
Varna to Englishman's Bay	—	—	—	—	30 July	—	—
Englishman's Bay to Baltschik and Varna	—	—	—	—	19 August.	—	—
Varna to the Alma	With Staff and part of 41st Regiment.	—	—	Sept.	22 Sept.	—	—
Alma to Varna	Sent back for Staff horses	—	—	19 Sept.	22 Sept.	—	—
Varna to Gallipoli	—	—	—	—	5 October.	—	—
Gallipoli to Constantinople	With French troops	—	—	—	28 October.	—	—
Constantinople to Balaklava	ditto	—	—	—	18 Nov.	—	—
Balaklava to Eupatoria	To bring back live stock	—	—	—	8 Dec.	—	—
Eupatoria to Balaklava	With live stock	—	—	—	8 Dec.	—	—
Balaklava to Constantinople	Sent for bñt horses	—	—	—	18 Dec.	—	—
Woolwich to Malta and Constantinople	34 tons oats. 47 horses	28	154	8 April	4 May	420	—
Gallipoli to Constantinople	Towed transports, Nos. 49 and 50	—	—	—	8 June.	With trans-ports 2 & 3 in tow.	—
Constantinople to Varna	Conveyed Staff of Lord Raglan, and horses to Varna.	—	—	19 June.	—	—	—
Varna to Englishman's Bay	—	—	—	—	30 July.	—	—
Englishman's Bay to Malta	—	—	—	3 August	10 August.	—	—
Malta to Baltschik	—	—	—	—	4 Sept.	—	—
Baltschik to the Alma	With Staff and part of 7th Regiment.	—	—	—	—	—	—
Alma to Varna	Sent for Staff horses	—	—	19 Sept.	4/22 Sept.	—	—
Varna to Balaklava	With horses	—	—	—	3 October.	—	—
Balaklava to Sebastopol	—	—	—	—	18 October.	—	—
Sebastopol to Balaklava	—	—	—	—	25 October.	—	—
Balaklava to Varna	Sent for regimental Staff horses	—	—	—	8 Nov.	—	—
Varna to Khersonese	With French troops	—	—	—	18 Nov.	—	—
Khersonese to Eupatoria and back to Balaklava	Sent for live stock, brought back 19½ tons of Navy provisions.	—	—	—	8 Dec.	—	—
Balaklava to Varna	Sent for bñt horses	—	—	—	18 Dec.	—	—

No information received in Office relative to this Column. Quarterly Accounts of Expenditure have been called for by Transport Board, but have not yet been received.

No.	N A M E S.	Whether Steam or Sailing.	Date of Engagement.	If still in the Service.	Register Tonnage on which the Freight is paid.	Rates of Freight.	Reduced or Increased.
68	Sovereign - - - -	Steam -	8 April 1854	Yes - - -	602 $\frac{24}{100}$	1,480 l. per month -	Reduced to 40s.
69	Albatross - - - -	Ditto -	30 March „	Yes - - -	848 $\frac{42}{94}$	50s. per ton per month	Reduced to 45s.
70	Coronella - - - -	Sailing -	24 April „	Yes - - -	861 $\frac{729}{3500}$	32s. 6d. per ton per month. 43s. 5d. if discharged in the Medi- terranean.	No - - -
71	Panola - - - -	Ditto -	22 April „	Yes - - -	965 $\frac{2329}{3500}$	32s. 6d. per ton per month. 38s. if discharged in the Mediter- ranean.	Reduced to 20s.
72	Victoria - - - -	Steam -	12 March „	Yes - - -	1,877 $\frac{5}{70}$	50s. per ton per month	Reduced to 40s.
73	Melbourne - - - -	Ditto -	20 March „	Yes - - -	1,450	50s. per ton per month	Reduced to 40s.
74	Emeu - - - -	Ditto -	13 March „	Yes - - -	1,650	3,000 l. per month -	No - - -

Transferred from Australian Pacific Steam Navigation to the North American Steam Navigation Company, on the 1st December 1854.

SERVICES PERFORMED.	Quantity Conveyed.			Length of Passage.		Steam-Ships.	
	Cargo or Stores.	Troops.		From	To	Horse-power.	Consumption of Coals or Fuel per Hour.
	Description.	Officers.	Men.				
		No.	No.				Tons. Cwt.
Deptford to Constantinople	330 tons Army provisions	-	-	11 April	9 May	114	
Constantinople to Varna	4½ tons Navy provisions	-	-	-	30 July.	-	
Varna to Constantinople	Commissariat department	-	-	-	10 August.	-	
Constantinople to Varna	Commissariat store-ship	-	-	-	19 August.	-	
Varna to the Alma	With Commissariat stores	-	-	-	22 Sept.	-	
Alma to Balaklava	ditto	-	-	-	3 October.	-	
Balaklava to Constantinople	ditto	-	-	-	18 October.	-	
Constantinople to Balaklava	With Turkish troops	-	-	-	8 Nov.	-	
Balaklava to Constantinople	For repairs	-	-	-	8 Dec.	-	
N. B.—Extensive repairs required. To remain Commissariat store-ship.							
	14 horses, 1 mule, 73½ tons Army provisions.	3	5	22 April.	-	-	
Portsmouth to Malta and Constantinople, taken on board at Gibraltar	(Staff) 3 horses	3	106	29 April	9 May	120	
Constantinople to Varna.	-	-	-	-	-	-	
Varna to Constantinople	19½ tons coffee	-	-	-	10 August.	-	
Constantinople to Varna	Commissariat store-ship	-	-	-	19 August.	-	
Varna to Constantinople	With Commissariat stores	-	-	-	22 Sept.	-	
Constantinople to Varna	ditto	-	-	-	3 October.	-	
Varna to Constantinople	ditto	-	-	-	28 October.	-	
Constantinople to Balaklava	With cattle	-	-	-	8 Nov.	-	
Balaklava to Constantinople	Commissariat store-ship	-	-	-	8 Dec.	-	
Liverpool to Bonykdere (1st Dragoons)	50 horses	4	48	25 May	7 July.	-	
Bonykdere to Constantinople	Depôt ship	-	-	-	10 August.	-	
Constantinople to Balaklava	ditto	-	-	-	26 Nov.	-	
Balaklava to the Bosphorus	ditto	-	-	-	8 Dec.	-	
Dublin to Constantinople (11th Hussars)	55 horses	4	53	20 May	6 July.	-	
Constantinople to Bonykdere	-	-	-	-	20 July.	-	
Bonykdere to Baltschik	-	-	-	-	10 August.	-	
Baltschik to Eupatoria	With artillery	-	-	-	4/22 Sept.	-	
Eupatoria to Balaklava	-	-	-	-	26 Nov.	-	
Balaklava to the Bosphorus	-	-	-	-	8 Dec.	-	
Woolwich to Malta and Constantinople (19th Regiment)	10 horses	24	660	19 April	4 May	450	
Malta to Constantinople	584 tons Army and Navy provisions.	-	-	-	-	-	
Constantinople to Varna and back	Towed two transports with Lancers, and brought back three empty ones.	-	-	-	4 June.	-	
Constantinople to Varna with 33d Regiment, and then proceeded to Malta with stores to return again to Constantinople.							
Malta to Scutari	-	-	-	-	30 July.	-	
Scutari to Beicos Bay	-	-	-	-	10 August.	-	
Beicos Bay to Baltschik	-	-	-	-	19 August.	-	
Baltschik to the Alma	With part of the 7th and 23d Regiments	-	-	-	4/22 Sept.	-	
Alma to Varna	Sent back for staff horses	-	-	19 Sept.	-	-	
Varna to Constantinople	To bring back patent fuel and charcoal	-	-	-	18 October.	-	
Constantinople to Balaklava	With charcoal	-	-	-	8 Nov.	-	
Balaklava to Constantinople	With sick	-	-	-	18 Dec.	-	
Chatham to Constantinople (38th Regiment)	3 horses	16	564	24 April	11 May	260	
Scutari to Varna (77th Regiment)	12 horses	29	847	29 May.	-	-	
Tenedos to Constantinople, towed transport No. 60, with 13 Dragoons	-	-	-	-	7 June.	-	
Constantinople to Varna and back; conveyed 33d Regiment to Varna, proceeded on 19 June with a transport to convey part of 3d Division to Varna.							
Varna to Beicos Bay	-	-	-	-	30 July.	-	
Beicos Bay to Varna	-	-	-	-	19 August.	-	
Varna to the Alma	With part of the 41st and 47th Regts.	-	-	-	7/22 Sept.	-	
Alma to Sebastopol	-	-	-	-	3 October.	-	
Sebastopol to Balaklava	-	-	-	-	18 October.	-	
Balaklava to Constantinople (for new masts)	Towed transport "Caduceus," No 19	-	-	-	21 Nov.	-	
Lost fore and mainmasts in gale of 14 November.							
693 tons Naval provisions, taken on board at Malta.							
Dublin to Malta and Constantinople (33d Regiment)	5 horses	29	803	2 March	11 March	300	
Constantinople to Malta and back	-	-	-	8 April	29 April.	-	
Constantinople to Varna and back	-	-	-	3 May	16 May.	-	
Gallipoli to Constantinople and Varna, and back to Constantinople.	15 horses	8	88	25 May	28 May.	-	
Constantinople to Malta	Invalids, soldiers' wives, &c., 32 in No.	-	-	6 June	With Transport (81) in tow for Malta.	-	
Malta to Scutari and Varna	Various	11	38	18 June	22 June.	-	
Varna to Scutari	Invalids	3	17	5 July	30 July.	-	
Scutari to Beicos Bay	-	-	-	-	10 August.	-	
Beicos Bay to Varna	-	-	-	-	19 August.	-	
Varna to the Alma	Conveyed 42d Regiment	-	-	-	22 Sept.	-	
Alma to Sinope	To complete coal	-	-	-	3 October.	-	
Sinope to Odessa	With coal for H. M.'s steamers	-	-	-	18 October.	-	
Odessa to Constantinople	-	-	-	-	28 October.	-	
Constantinople to Malta and Marseilles	To bring back French troops	-	-	12 Nov.	17 Nov.	-	
Marseilles to Constantinople	French troops	-	700	-	9 Dec.	-	
Constantinople to Malta	For repairs, screw broken	-	-	-	31 Dec.	-	

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No.	N A M E S.	Whether Steam or Sailing.	Date of Engagement.	If still in the Service.	Register Tonnage on which the Freight is paid.	Rates of Freight.	Reduced or Increased.
75	Golden Fleece - - -	Steam -	27 Mar. 1854	Yes - - -	2,500	50 s. per ton per month	Reduced to 40 s.
76	Sydney - - - -	Ditto -	27 April „	Yes - - -	1,250	55 s. per ton per month	Reduced to 40 s.
77	Holyrood - - - -	Ditto -	17 April „ 17 Aug. 1854	Yes - - - Yes - - -	534 $\frac{99}{100}$ 532 $\frac{49}{100}$	50 s. per ton per month - Ditto - -	No - No.
78	Orient - - - -	Sailing -	21 Jan. 1854	Yes - - -	1,032	25 s. per ton per month	Reduced to 20 s.
79	Sir George Pollock - -	Ditto -	16 Jan. „	Yes - - -	630	25 s. per ton per month	No - -
80	Canterbury - - -	Ditto -	12 Jan. „	Yes - - -	789 $\frac{959}{3500}$	25 s. per ton per month	No - -
81	Georgiana - - - -	Ditto -	26 Jan. „	Wrecked off Eu- patoria, 14 Nov. 1854.	798 $\frac{53}{100}$	28 s. 10 d. per ton per month.	No - -
82	Rip Van Winkle - -	Ditto -	24 April „	Wrecked off Ba- laklava, 14 Nov. 1854.	1,207	33 s. per ton per month 39 s. if discharged in the Mediterranean.	Reduced to 20 s.

SERVICES PERFORMED.	Quantity Conveyed.			Length of Passage.		Steam-Ships.	
	Cargo or Stores.	Troops.		From	To	Horse-power.	Consumption of Coals or Fuel per Hour.
		Description.	Officers.				
			No.				Tons. Cwt.
Granton Pier to Malta and Constantinople - (4th Regiment)	2 horses - - -		32	9 March	27 April	300	
Constantinople to Varna and back - - -	Conveyed Rifle Brigade to Varna - - -			- - -	31 May.	-	
Constantinople to Varna and back - - -	Conveyed 95th Regiment to Varna - - -			- - -	20 June.	-	
Constantinople to Gallipoli, with a transport in tow to bring up 3d Division of the Army on the 20th June 1854.	20 tons empty casks for Gibraltar - - -			- - -	28 June.	-	
Southampton to Constantinople - (Commissariat)	{ 129 tons Navy provisions - }	35	-	10 August -	} 1 Sept. -	- N. B. Sick could not be landed immediately for want of barrack accommodation.	
Cork to Constantinople - (21st Fusiliers)	14 horses - - -	33	975	15 August -			
Constantinople to Varna - (Commissariat and 21st Regiment)	Conveyed 21st Regiment - - -			2 Sept. -	4 Sept.		
Varna to the Alma - - -	- - -			- - -	22 Sept.		
Alma to Balaklava - - -	- - -			- - -	3 October.		
Balaklava to Gallipoli - - -	To bring back French troops - - -			- - -	5 October.		
Gallipoli to Constantinople - - -	With French troops - - -			- - -	28 October.		
Constantinople to Balaklava and back - - -	Brought back wounded Staff Officers - - -			- - -	10 Nov.		
Constantinople to Malta - - -	Sent for Heavy Ordnance - - -			- - -	16 Nov.		
Malta to Balaklava - (Heavy Ordnance, 9th Regiment)	- - - 1 (Artillery) 70 - - -			- - -	8 Dec.		
Balaklava to Scutari - - -	Conveyed sick troops - - -			- - -	18 Dec.		
Woolwich to Constantinople - (Artillery)	18 horses - - -	Heavy Ordnance		16 May	4 June	300	
Constantinople to Varna - - -	- - -	Siege train ship -		- - -	20 July.		
Varna to the Alma - - -	- - -	ditto - - -		- - -	22 Sept.		
Alma to Balaklava - - -	- - -	ditto - - -		- - -	3 October.		
Balaklava to Eupatoria - - -	- - -	- - -		- - -	8 October.		
Eupatoria to Balaklava - - -	To receive wounded troops - - -			- - -	28 October.		
Balaklava to Constantinople - - -	Conveyed wounded troops - - -			- - -	9 Nov.		
Constantinople to Balaklava - - -	With troops - - -			- - -	8 Dec.		
Balaklava to Constantinople - - -	With sick troops - - -			- - -	18 Dec.		
<i>Towed a Pontoon from Malta.</i>							
Sheerness to the Baltic (Copenhagen) - - -	448 tons Navy provisions, clothing, &c. - - -			6 May	10 May	100	
Copenhagen to Sheerness - - -	791½ tons ret'd provisions, shakes, &c. - - -			- - -	24 May.		
Sheerness to the Baltic - - -	480 tons Navy provisions, clothing, &c. - - -			8 June.	-		
Baltic to Deptford - - -	464½ tons ret'd provisions, shakes, &c. - - -			- - -	1 July.		
Deptford and Sheerness to Ledsund - - -	513 tons Navy provisions, clothing, &c. - - -			21 July	28 July.		
Ledsund to Deptford - - -	16½ tons ret'd stores, shakes, &c. - - -			2 August	11 August -	- Delivered provisions to Capt. Watson's squadron at Faro.	
Deptford to Ledsund, with Ordnance Stores and Ammunition. - - -	378 tons Navy provisions, clothing, &c. - - -			24 August -	2 Sept.		
Ledsund to Deptford - - -	602½ tons ret'd stores, shakes, &c. - - -			Sept. -	26 Sept.		
Deptford, Woolwich and Sheerness to Kiel, with 100 tons Ordnance Stores and Ammunition. - - -	494 tons Navy provisions, clothing, &c. - - -			6/9/11 Oct.	31 Oct.		
Kiel to Sheerness, Deptford, and Woolwich - - -	256 tons ret'd stores, shakes, &c. - - -			31 October	13 Nov.		
Woolwich to the East, with Ordnance Stores and Ammunition. - - -	17½ tons lemon juice for the Army - - -			25 Nov.	-		
Cork to Gallipoli - - - (Various)	- - -	14	428	18 Feb.	20 April		
Gallipoli to Constantinople - - -	Conveyed bat horses - - -			- - -	7 May.		
Constantinople to Bouykdere - - -	- - -			- - -	5 July.		
Bouykdere to Baltschik - - -	- - -			- - -	19 August.		
Baltschik to Varna - - -	- - -			- - -	14 Sept.		
Varna to the Alma - - -	With 88th Regiment - - -			- - -	22 Sept.		
Alma to Constantinople - - -	Conveyed sick troops - - -			- - -	3 October.		
Constantinople to Sebastopol - - -	- - -			- - -	18 October.		
Sebastopol to the Katcha - - -	- - -			- - -	25 October.		
Katcha to Balaklava - - -	Temporary receiving ship - - -			- - -	8 Dec.		
Queen's Town to Malta - (62d Regiment)	- - -	9	244	12 Feb.	28 Feb.		
Malta to Gallipoli - - -	- - -			- - -	25 April.		
Gallipoli to Varna - - -	Conveyed bat horses. - - -			- - -	-		
Varna to Constantinople - - -	- - -			- - -	7 May.		
Constantinople to Varna - - -	Store ship for Commissary-general - - -			- - -	20 June.		
Varna to the Alma - - -	ditto - - -			- - -	22 Sept.		
Alma to Balaklava - - -	ditto - - -			- - -	3 October.		
Queen's Town to Malta - (9th Regiment)	- - -	13	304	8 Feb.	7 March.		
Malta to Constantinople - - -	Conveyed mules and muleteers - - -			- - -	28 April.		
Constantinople to Bouykdere - - -	Naval depot provision ship - - -			- - -	31 July.		
Bouykdere to Constantinople - - -	ditto - - -			- - -	19 August.		
Cork to Malta - - - (9th Regiment)	- - -	12	310	25 Feb.	28 March.		
Malta to Constantinople - - -	- - -			7 April	20 April.		
Constantinople to Malta - - -	- - -			- - -	9 May.		
Malta to Tunis. - - -	- - -			- - -	-		
Tunis to Constantinople - - -	80 horses - - -			- - -	4 June.		
Constantinople to Malta - - -	- - -			6 June.	-		
Malta to Constantinople - - -	36½ tons salt meat (Navy) - - -			- - -	20 July.		
Constantinople to Englishman's Bay - - -	- - -			- - -	30 July.		
Englishman's Bay to Baltschik - - -	- - -			- - -	19 August.		
Baltschik to Varna - - -	- - -			- - -	4 Sept.		
Varna to Eupatoria - - -	With bat horses and powder - - -			- - -	22 Sept.		
Eupatoria to the Katcha and Balaklava - - -	With cattle - - -			- - -	18/28 Oct.		
Balaklava to Eupatoria - - -	- - -			- - -	8 Nov.		
Liverpool to Malta and Constantinople - (1st Dragoons)	67 horses - - -	4	67	21 May	8 July.		
Constantinople to Englishman's Bay - - -	- - -			- - -	30 July.		
Englishman's Bay to Baltschik - - -	- - -			- - -	19 August.		
Kalamita Bay to Varna - - -	To embark cavalry - - -			19 Sept.	Sept.		
Varna to the Crimea, in tow of "Trent" - - -	With bat horses and powder - - -			26 Sept.	22 Sept.		
The Crimea to Varna - - -	Sent for cattle - - -			- - -	28 October.		
Varna to Balaklava - - -	With cattle - - -			- - -	8 Nov.		
<i>Lost 50 horses during a heavy gale.</i>							

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No.	NAMES.	Whether Steam or Sailing.	Date of Engagement.	If still in the Service.	Register Tonnage on which the Freight is paid.	Rates of Freight.	Reduced or Increased.
83	Arabia - - - -	Sailing -	24 April 1854	Yes - - -	1,022 $\frac{29}{3500}$	31 s. 6 d. per ton per per month. 2 s. 6 d. additional for Mediterranean.	Reduced to 20 s.
84	Jason - - - -	Steam -	28 April „	Yes - - -	2,500	50 s. per ton per month	Reduced to 40 s.
85	Burmah - - - -	Sailing -	2 May „	Yes - - -	718 $\frac{498}{3500}$	32 s. per ton per month	Reduced to 20 s.
86	Harbinger - - - -	Steam -	1 May „	Yes - - -	848 $\frac{35}{700}$	50 s. per ton per month	Reduced to 40 s.
87	Hydaspes - - - -	Ditto -	19 May „	Yes - - -	1,800	50 s. per ton per month	Reduced to 40 s.
88	Sir Robert Sale - - -	Sailing -	1 May „	Yes - - -	741	28 s. 3 d. per ton per month.	Reduced to 20 s.
89	Lord Raglan - - - -	Ditto -	2 May „	Yes - - -	756 $\frac{2510}{3500}$	29 s. 6 d. per ton per month.	Reduced to 20 s.

SERVICES PERFORMED.	Quantity Conveyed.			Length of Passage.		Steam-Ships.	
	Cargo or Stores.	Troops.		From	To	Horse-power.	Consumption of Coals, or Fuel, per Hour.
	Description.	Officers.	Men.				
		No.	No.				Tons. Cwt.
Liverpool to Malta - - - (1st Dragoons)	62 horses - -	4	60	21 May	11 June.	—	—
Malta to Scutari - - - (50th Regiment)	62 horses - -	4	60	11 June.	—	—	—
Scutari to Varna - - -	With troops - -	—	—	—	5 July	—	Disembarking troops at Varna on the 5th July.
Varna to Englishman's Bay - - -	—	—	—	—	20 July.	—	—
Englishman's Bay to Varna - - -	—	—	—	—	30 July.	—	—
Varna to Baltschik - - -	—	—	—	—	10 Aug.	—	—
Baltschik to the Crimea - - -	With bat horses and powder - -	—	—	—	4 Sept.	—	—
Kalamita Bay to Varna - - -	To embark cavalry - -	—	—	19 Sept.	22 Sept.	—	—
Varna to the Crimea and back - - -	With cavalry horses - -	—	—	—	3 Oct.	—	—
Varna to the Katcha - - -	With cattle - -	—	—	—	8 Oct.	—	—
Katcha to Balaklava - - -	—	—	—	—	28 Oct.	—	—
Balaklava to Constantinople - - -	With wounded troops - -	—	—	—	18 Nov.	—	—
	227 horses, 8 guns, 21 carriages.	16	287	16 May	8 June	300	—
Woolwich to Con-} G. and H. Troop Field stantinople - } Battery.	—	—	—	—	—	—	—
Kulali to Varna - - - (various)	297 horses - -	13	169	14 June.	—	—	—
Varna to Constantinople - - -	244 horses - -	18	156	20 June	—	—	Towed transports, Nos. 18 and 38,
Constantinople to England - - -	—	—	—	26 June	July.	—	—
Woolwich to Constantinople - - - (Artillery)	231 horses - -	9	292	26 July	17 Aug.	—	—
Constantinople to Varna - - -	—	—	—	—	4 Sept.	—	—
Varna to the Crimea - - -	Conveyed 13th Dragoons. - -	—	—	—	—	—	—
Crimea to Varna - - -	Sent back for cavalry - -	—	—	19 Sept.	22 Sept.	—	—
Varna to Balaklava - - -	With horses - -	—	—	—	3 Oct.	—	—
Balaklava to Bourghas, and back - - -	Sent for French cavalry - -	—	—	—	8/18 Oct.	—	—
Balaklava to Constantinople - - -	—	—	—	—	28 Oct. 8 Nov.	—	—
Constantinople to Balaklava - - -	With commissariat horses, stores, and warm clothing. - -	—	—	—	8 Dec.	—	—
	—	—	—	—	18 Dec.	—	—
Dublin to Constantinople (4th Dragoon Guards)	45 horses - -	3	47	28 May	8 July.	—	—
Constantinople to Bouykdere - - -	—	—	—	—	20 July.	—	—
Bouykdere to Baltschik - - -	—	—	—	—	19 Aug.	—	—
Baltschik to Eupatoria - - -	With artillery - -	—	—	—	22 Sept.	—	—
Eupatoria to Balaklava - - -	—	—	—	—	26 Nov.	—	—
Balaklava to Constantinople - - -	—	—	—	—	8 Dec.	—	—
Constantinople to England - - -	—	—	—	22 Dec.	—	—	—
Woolwich to Scutari - - - (Artillery)	Heavy ordnance - -	14	181	14 May	2 June	150	—
Constantinople to Portsmouth - - -	With invalids of both services, 19 officers, and 2 servants. - -	—	—	11 July	31 July.	—	—
Plymouth to Constantinople - - -	22 ½ tons army medical comforts - -	—	—	11 Aug.	1 Sept.	—	—
Constantinople to Varna - - -	—	—	—	1 Sept.	4 Sept.	—	—
Varna to Eupatoria - - -	With artillery and stores - -	—	—	—	22 Sept.	—	—
Eupatoria to Balaklava - - -	Commissariat chest on board - -	—	—	—	3 Oct.	—	—
Balaklava to Constantinople - - -	For vegetables for the army - -	—	—	—	28 Oct.	—	—
Constantinople to Balaklava - - -	With vegetables - -	—	—	—	8 Nov.	—	—
Balaklava to Eupatoria - - -	Sent with treasure for commissariat service. - -	—	—	—	18 Dec.	—	—
Portsmouth to Constantinople (42d Regiment)	14 horses - -	32	912	21 May	7 June	300	—
Constantinople to Varna - - -	Conveyed 49th Regiment - -	—	—	19 June	29 June.	—	Towed transports (56 and 61).
Varna to Constantinople and Beicos Bay - - -	—	—	—	—	20/30 July.	—	—
Beicos Bay to Baltschik and Varna - - -	—	—	—	—	19 Aug.	—	—
Varna to the Alma - - -	Conveyed 49th Regiment - -	—	—	—	22 Sept.	—	—
Alma to Balaklava - - -	114 ½ tons provisions for commissariat. - -	—	—	—	3 Oct.	—	—
Balaklava to Gallipoli - - -	To bring back French troops - -	—	—	—	8 Oct.	—	—
Gallipoli to Constantinople. - - -	—	—	—	—	—	—	—
Constantinople to Volas. - - -	—	—	—	—	—	—	—
Volas to Constantinople - - -	With "Timandra" (51) in tow, having on board 2,300 Turkish troops. - -	—	—	—	6 Nov.	—	—
Constantinople to Marseilles - - -	To bring back French troops - -	—	—	13 Dec.	30 Dec.	—	—
Dublin to Gibraltar and } (4th Dragoon Guards) Malta - }	47 horses - -	3	47	31 May	22 June.	—	—
Malta to Constantinople and Varna - - -	With troops - -	—	—	— June	5 July	—	Disembarking troops at Varna on the 5th July.
Varna to Englishman's Bay - - -	—	—	—	—	20 July.	—	—
Englishman's Bay to Baltschik - - -	—	—	—	—	10 Aug.	—	—
Baltschik to Eupatoria - - -	With artillery - -	—	—	—	22 Sept.	—	—
Eupatoria to the Katcha - - -	—	—	—	—	18 Oct.	—	—
Katcha to Eupatoria - - -	—	—	—	—	28 Oct.	—	—
Eupatoria to Balaklava - - -	—	—	—	—	14 Nov.	—	—

N. B.—This ship having been dismantled in a heavy gale of wind on the 14th November, has since been employed as a receiving ship and naval depot.

Plymouth to Constantinople (6th Dragoons)	57 horses - -	5	55	5 June	6 July.	—	—
Constantinople to Bouykdere - - -	—	—	—	—	20 July.	—	—
Bouykdere to Baltschik - - -	—	—	—	—	19 Aug.	—	—
Baltschik to Eupatoria - - -	With artillery - -	—	—	—	22 Sept.	—	—
Eupatoria to Balaklava - - -	—	—	—	—	26 Nov.	—	—
Balaklava to the Bosphorus - - -	—	—	—	—	18 Dec.	—	—

N. B.—This vessel was dismantled and driven ashore at the Katscha in the gale of 14th November.

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No.	N A M E S.	Whether Steam or Sailing.	Date of Engagement.	If still in the Service.	Register Tonnage on which the Freight is paid.	Rates of Freight.	Reduced or Increased.
90	Sutlej - - - -	Sailing -	10 May 1854	Yes - - -	782 <u>3445</u> 3500	33 s. per ton per month	Reduced to 20 s.
91	Maori - - - -	Ditto -	2 May "	Yes - - -	799 <u>777</u> 3500	32 s. 6 d. per ton per month.	No - -
92	Europa - - - -	Ditto -	1 May "	Burnt at Sea, 31 May 1854.	841 <u>28</u> 100	28 s. 9 d. per ton per month.	No - -
93	William Jackson - -	Ditto -	28 April "	Yes - - -	986	32 s. 6 d. per ton per month. <i>38 s. 6 d. per ton if discharged in the Mediterranean.</i>	No - -
94	Palmyra - - - -	Ditto -	28 April " <i>Discharged, 23 October 1854.</i>	No - - -	706 <u>49</u> 100	32 s. 6 d. per ton per month.	No - -
95	Libertas - - - -	Ditto -	9 May "	Yes - - -	602 <u>1976</u> 3500	29 s. 9 d. per ton per month. <i>5 s. extra if discharged abroad.</i>	No - -
96	Deva - - - -	Ditto -	1 May "	Yes - - -	1,038	32 s. 6 d. per ton per month. <i>29 s. 10 d. if continued.</i>	Reduced to 20 s.
97	Escort - - - -	Ditto -	6 May "	Yes - - -	763	30 s. per ton per month	No - -
98	Talavera - - - -	Ditto -	6 May "	Yes - - -	916 <u>1813</u> 3500	25 s. per ton per month	No - -
99	Camperdown - - - -	Ditto -	16 May "	Yes - - -	993 <u>612</u> 3500	26 s. 6 d. per ton per month.	No - -
101	Conrad - - - -	Ditto -	9 May " <i>Discharged, 17 November 1854.</i>	No - - -	841 <u>313</u> 3500	32 s. 6 d. per ton per month. <i>38 s. if discharged in the Mediterranean.</i>	Reduced to 20 s.

SERVICES PERFORMED.	Quantity Conveyed.		Length of Passage.		Steam-Ships.			
	Cargo or Stores.	Troops.		From	To	Horse-power.	Consumption of Coals, or Fuel per Hour.	
		Description.	Officers.					Men.
			No.					No.
							Tons. Cwt.	
Plymouth to Constantinople - (6th Dragoons)	57 horses -	5	55	5 June	6 July.	—	—	
Constantinople to Bouykdere	- - -	-	-	-	20 July.	—	—	
Bouykdere to Baltschik	- - -	-	-	-	19 August.	—	—	
Baltschik to Eupatoria	- - -	-	-	-	22 Sept.	—	—	
Eupatoria to the Katcha	- - -	-	-	-	18 October.	—	—	
Katcha to Eupatoria	- - -	-	-	-	28 October.	—	—	
Eupatoria to Balaklava	- - -	-	-	-	26 Nov.	—	—	
Balaklava to Constantinople	11 ½ tons returned	Navy stores	-	-	8 Dec.	—	—	
Dublin to Malta - - (4th Drag. Grds.)	50 horses -	4	50	27 May	22 June.	—	—	
Malta to Constantinople and Varna	With troops	-	-	-	5 July -	Disembarking	—	
Varna to Englishman's Bay	- - -	-	-	-	20 July.	troops at	—	
Englishman's Bay to Baltschik	- - -	-	-	-	19 August.	Varna on	—	
Baltschik to Eupatoria	- - -	-	-	-	22 Sept.	5th July.	—	
Eupatoria to Balaklava	- - -	-	-	-	26 Nov.	Lost bowsprit	—	
Balaklava to Constantinople	- - -	-	-	-	8 Dec.	and foremast.	—	
Plymouth to Malta - - (6th Dragoons)	51 horses -	5	60	Burnt at sea	30th May 1854.	—	—	
Dublin to Constantinople - (4th Drag. Grds.)	56 horses -	5	53	3 June	6 July.	—	—	
Constantinople to Varna and Bouykdere	- - -	-	-	-	20 July.	—	—	
Bouykdere to Baltschik	- - -	-	-	-	10 August.	—	—	
Baltschik to Eupatoria	- - -	-	-	-	22 Sept.	—	—	
Eupatoria to the Katcha	- - -	-	-	-	18 October.	—	—	
Katcha to Eupatoria	- - -	-	-	-	28 October.	—	—	
Eupatoria to Varna	- - -	-	-	-	18 Nov.	—	—	
Varna to Balaklava	- - -	-	-	-	26 Nov.	—	—	
Balaklava to Constantinople	- - -	-	-	-	8 Dec.	—	—	
Dublin to Constantinople (4th Drag. Grds.)	44 horses -	5	43	6 June	16 July.	—	—	
Constantinople to Varna	44 " -	5	43	16 July	20 July.	—	—	
Varna to Constantinople	- - -	-	-	-	10 August.	—	—	
Constantinople to Malta and Plymouth	With stores	-	-	-	4 October.	—	—	
Plymouth to Malta and Constantinople	622 tons Naval provisions	-	-	22 June	12 August.	—	—	
Constantinople to Malta	With Naval and Military invalids	-	-	17 October.	—	—	—	
Malta to Devonport	With Naval and Military condemned victualling and Ordnance stores.	-	-	4 Nov.	23 Dec.	—	—	
Devonport to Chatham	With invalids	-	-	26 Dec.	30 Dec.	—	—	
Dublin to Malta - - (4th Drag. Grds.)	61 horses -	5	58	3 June	22 June.	—	—	
Malta to Constantinople	61 " -	5	58	22 June	7 July.	—	—	
Constantinople to Bouykdere	- - -	-	-	-	20 July.	—	—	
Bouykdere to Baltschik	- - -	-	-	-	19 August.	—	—	
Baltschik to Eupatoria	- - -	-	-	-	22 Sept.	—	—	
Eupatoria to the Katcha	- - -	-	-	-	18 October.	—	—	
Katcha to Eupatoria	- - -	-	-	-	28 October.	—	—	
Eupatoria to Varna	- - -	-	-	-	18 Nov.	—	—	
Varna to Balaklava	- - -	-	-	-	26 Nov.	—	—	
Balaklava to Constantinople	- - -	-	-	-	8 Dec.	—	—	
Plymouth to Constantinople (6th Dragoons)	57 horses -	4	58	2 June	6 July.	—	—	
Constantinople to Bouykdere	- - -	-	-	-	20 July.	—	—	
Bouykdere to Baltschik	- - -	-	-	-	10 August.	—	—	
Baltschik to Eupatoria	- - -	-	-	-	22 Sept.	—	—	
Eupatoria to the Katcha	- - -	-	-	-	18 October.	—	—	
Katcha to Eupatoria	- - -	-	-	-	28 October.	—	—	
Eupatoria to Balaklava	- - -	-	-	-	26 Nov.	—	—	
Balaklava to Constantinople	- - -	-	-	-	8 Dec.	—	—	
Plymouth to Constantinople - (6th Dragoons)	57 horses -	5	57	6 June	6 July.	—	—	
Constantinople to Bouykdere	- - -	-	-	-	20 July.	—	—	
Bouykdere to Baltschik	- - -	-	-	-	10 August.	—	—	
Baltschik to Eupatoria	- - -	-	-	-	22 Sept.	—	—	
Eupatoria to Balaklava	- - -	-	-	-	18 October.	—	—	
Balaklava to Constantinople	- - -	-	-	-	8 Nov.	—	—	
Constantinople to Balaklava	- - -	-	-	-	26 Nov.	—	—	
Balaklava to Constantinople	- - -	-	-	-	8 Dec.	—	—	
Cork to Melbourne - (12th Regt., 1st Bat.)	- - -	10	323	1 July	26 October.	—	—	
Melbourne to Colombo	To embark 15th Regiment for Portsmouth.	-	-	18 Nov.	—	—	—	
Liverpool to Constantinople - (1st Dragoons)	15 horses -	3	17	31 May	6 July.	—	—	
Constantinople to Englishman's Bay	- - -	-	-	-	20 July.	—	—	
Englishman's Bay to Devonport	- - -	-	-	-	16 Sept.	—	—	
Devonport to Malta	283 tons Navy	Provisions	-	12 October.	—	—	—	
" Varna	392 " Army	-	-	-	-	-	-	

No information received in Office relative to this Column.

Quarterly Accounts of Expenditure have been called for by Transport Board, but have not yet been received.

N. B.—This vessel put back to Devonport damaged on the 20th November 1854, and was discharged from the service.

No information received in Office relative to this Column. Quarterly Accounts of Expenditure have been called for by Transport Board, but have not yet been received.

No.	N A M E S.	Whether Steam or Sailing.	Date of Engagement.	If still in the Service.	Register Tonnage on which the Freight is paid.	Rates of Freight.	Reduced or Increased.
102	Tynemouth - - -	Steam -	26 May 1854	Yes - - -	1,364 $\frac{4}{10}$	35s. per ton per month	No - -
103	Cormorant - - -	Ditto -	29 May „	Yes - - -	Query - Not noted on Charter Party.	2,335 l. per month -	No - -
104	Empress Eugenie - -	Sailing -	22 June „	Yes - - -	653 $\frac{1420}{3500}$	20s. per ton per month	No - -
105	Belgravia - - -	Ditto -	3 July „	Yes - - -	1,395 $\frac{2139}{3500}$	22 s. 6 d. per ton per month.	Reduced to 20s.
106	Clifton - - -	Ditto -	6 July „	Yes - - -	867 $\frac{3082}{3500}$	19 s. 6 d. per ton per month.	No - -
107	Prince - - -	Steam - <i>Never paid as a Transport.</i>	15 July „	Wrecked off Ba- laklava, 14th Nov. 1854.	2,691	- - - -	- - -
108	Herefordshire - - -	Sailing -	8 July „	Yes - - -	1,676 $\frac{85}{100}$	20s. per ton per month	No - -
109	Edwin Fox - - -	Ditto -	6 July „	Yes - - -	891 $\frac{95}{100}$	20s. per ton per month	No - -
110	Columba - - -	Ditto -	10 July „	Yes - - -	735 $\frac{3313}{3500}$	20s. per ton per month	No - -

SERVICES PERFORMED.	Quantity Conveyed.			Length of Passage.		Steam-Ships.	
	Cargo or Stores.	Troops.		From	To	Horse-power.	Consumption of Coals, or Fuel per Hour.
	Description.	Officers.	Men.				
		No.	No.				Tons. Cwt.
Woolwich to the Bosphorus (Ambulance corps)	624 tons Ordnance stores,						
Bosphorus to Varna - - - (Ditto)	89 tons forage.			10 June	17 July.		
Varna to Constantinople	3 horses - - -	6	324	17 July	20 July.		
Constantinople to Baltschik	- - - - -	-	-	-	10 August.		
Baltschik to Eupatoria	- - - - -	-	-	-	4 Sept.		
Eupatoria to Sebastopol	Conveyed 44th Regiment -	-	-	-	22 Sept.		
Sebastopol to the Katcha	- - - - -	-	-	-	3 Oct.		
Katcha to Constantinople	- - - - -	-	-	-	8 Oct.		
Constantinople to Balaklava	Sent for a supply of shot -	-	-	-	18 Oct.		
Balaklava to Constantinople	- - - - -	-	-	-	28 Oct.		
Constantinople to Varna	With wounded troops -	-	-	-	8 Nov.		
Varna to Eupatoria	To convey Turkish troops -	-	-	-	8 Dec.		
	With Turkish troops -	-	-	-	18 Dec.		
	447 tons of Ordnance stores and electric telegraph.						
Woolwich to Varna - - - (Artillery)	33 horses - - -	3	42	11 June	20 July.	250	
Varna to Constantinople	Commissariat store ship -	-	-	-	19 August.		
Constantinople to Varna	- ditto - - -	-	-	-	4 Sept.		
Varna to Constantinople	- ditto - - -	-	-	-	22 Sept.		
Constantinople to Varna	- ditto - - -	-	-	-	3 Oct.		
Varna to Constantinople	- ditto - - -	-	-	-	8 Oct.		
Constantinople to Eupatoria	Sent for cattle - - -	-	-	-	18 Oct.		
Eupatoria to Constantinople	Commissariat store ship -	-	-	-	28 Oct.		
Constantinople to Balaklava	Commissariat cattle ship -	-	-	-	18 Nov.		
Balaklava to Eupatoria	Sent for live stock - -	-	-	-	8 Dec.		
Eupatoria to Constantinople	Commissariat cattle ship -	-	-	-	18 Dec.		
Queenstown to Melbourne - (12th Regiment)	- - - - -	8	180	23 July	3 Nov.		
Melbourne to Ceylon - - - - -	- - - - -	-	-	20 Nov.	-		
Deptford to Calais - - - - -	To embark French troops -	-	-	16 July	July.		
Calais to Bomarsund - - - - -	French troops, 15	629		20 July	8 August.		
	1st Infantry.						
Ledsund to Cherbourg	- ditto - - -	21	642	4 Sept.	24 Sept.		
Cherbourg to Woolwich	- - - - -	-	-	Sept.	28 Sept.		
Deptford to Plymouth	- - - - -	-	-	20 Oct.	28 Oct.		
Plymouth to Constantinople	281 tons Army provisions,	-	-	8 Nov.	25 Nov.		
	692 tons hay.	-	-	-	-		
Constantinople to Balaklava	- - - - -	-	-	-	8 Dec.		
Deptford to Calais - - - - -	To embark French troops -	-	-	14 July	July.		
Calais to Bomarsund - - - - -	French troops - - -	6	343	18 July	8 August.		
Ledsund to Cherbourg	Brought home French troops, and 42			4 Sept.	-		
	tons condemned Navy provisions						
	and clothing.						
Cherbourg to Woolwich and Deptford -	- - - - -	-	-	-	7/21 Oct.		
Deptford to Gibraltar, Malta, and Constantinople.	163½ tons Army provisions	-	-	15 Nov.	24 Dec.		
<i>N. B.—This vessel was reported as taking in ammunition at Gibraltar on the 5th December.</i>							
Greenhithe to Calais - - - - -	To embark French troops -	-	-	19 July	July.	300	
Calais to Bomarsund - - - - -	21 horses - - -	33	1,142	20 July	8 August.		
	(French troops, 3d Infantry)						
Bomarsund to Cherbourg - (French troops)	23 horses - - -	44	1,393	3 Sept.	14 Sept.		
Cherbourg to Deptford	- - - - -	-	-	16 Sept.	19 Dec.		
Deptford to Balaklava (40th Regt. & various)	18 horses - - -	50	719	16 Oct.	8 Nov.		
	Ordnance and Medical stores and warm clothing.						
Deptford to Calais - - - - -	To embark French troops -	-	-	15 July	July.		
Calais to Bomarsund - - - - -	French troops, 24	842		18 July	8 August.		
	51st Infantry.						
Bomarsund to Cherbourg	French troops - - -	26	821	3 Sept.	24 Sept.		
Cherbourg to Deptford	- - - - -	-	-	-	4 Oct.		
Deptford to Malta	510 tons Army provisions	-	-	5 Nov.	-		
Malta to Constantinople	With stores, &c. - - -	-	-	23 Dec.	-		
Deptford to Calais - - - - -	To embark French troops -	-	-	18 July	July.		
Calais to Bomarsund - - - - -	French troops, 15	481		19 July	8 Aug.		
	51st Infantry.						
Bomarsund to Cherbourg	French troops - - -	14	458	4 Sept.	Sept.		
Cherbourg to Deptford	- - - - -	-	-	29 Sept.	5 Oct.		
Deptford and Portsmouth to Malta	682½ tons Navy provisions	-	-	15 Nov.	25 Dec.		
Malta to the East	With provisions, ammunition, &c. -	-	-	26 Dec.	-		
Deptford to Calais - - - - -	To embark French troops -	-	-	15 July	July.		
Calais to Bomarsund - - - - -	French troops - - -	8	377	About 20 July	8 August.		
Ledsund to Cherbourg	- ditto - - -	5	211	4 Sept.	Sept.		
Cherbourg to Deptford	- - - - -	-	-	Sept.	20 Sept.		
Deptford to Malta and Constantinople	554½ tons Army and Navy provisions.	-	-	12 Oct.	16 Nov.		

Quarterly Accounts of Expenditure have been called for by Transport Board, but have not yet been received.

No information received in Office relative to this Column.

No.	NAMES.	Whether Steam or Sailing.	Date of Engagement.	If still in the Service.	Register Tonnage on which the Freight is paid.	Rates of Freight.	Reduced or Increased.
111	Julia - - - -	Sailing -	11 July 1854	Yes - - -	1,070 <i>2381</i> <i>3500</i>	20s. per ton per month	No - -
112	Nimrod - - - -	Ditto -	11 July "	Yes - - -	893 <i>2927</i> <i>3500</i>	20s. per ton per month	No - -
113	Sea Nymph - - -	Steam -	19 July "	Yes - - -	704 <i>231973</i> <i>269300</i>	47 s. 6 d. per ton per month.	No - -
114	True Briton - - -	Sailing -	26 July "	Yes - - -	820 <i>56</i> <i>100</i>	19s. 6 d. per ton per month.	No - -
115	Eliza - - - -	Ditto -	28 July "	Yes - - -	942 <i>1771</i> <i>3500</i>	19s. 6 d. per ton per month.	No - -
116	Lord Dalhousie - - -	Ditto -	25 July "	Yes - - -	912 <i>1717</i> <i>3500</i>	19s. 6 d. per ton per month.	No - -
117	Walmer Castle - - -	Ditto -	25 July "	Yes - - -	783 <i>22</i> <i>100</i>	19s. 6 d. per ton per month.	No - -
118	Chapman - - - -	Ditto -	9 Aug. "	Yes - - -	750 <i>2867</i> <i>3500</i>	19s. 6 d. per ton per month.	No - -
119	Hempsyke - - - -	Ditto -	26 July " <i>Burnt 26 December 1854.</i>	Yes - - -	663 <i>1232</i> <i>3500</i>	19s. 6 d. per ton per month.	No - -
120	Australian - - - -	Steam -	24 July "	Yes - - -	1392 <i>72</i> <i>100</i>	40s. per ton per month	No - -
121	Cottingham - - - -	Ditto -	27 July "	Yes - - -	775	45s. per ton per month	No - -

SERVICES PERFORMED.	Quantity Conveyed.			Length of Passage.		Steam-Ships.	
	Cargo or Stores.		Troops.	From	To	Horse-power.	Consumption of Coals, or Fuel per Hour.
	Description.	Officers.	Men.				
		No.	No.				Tons. Cwt.
Deptford to Calais - - - -	To embark French troops	-	-	15 July -	July.	-	-
Calais to Bomarsund - - - -	French troops -	20	480	{ About 20 July } 4 Sept.	8 August.	-	-
Ledsund to Cherbourg - - - -	- ditto - - - -	-	-	-	14 Oct.	-	-
Cherbourg to Deptford - - - -	- - - -	-	-	-	22 Nov.	-	-
Deptford to Malta - - - -	842 tons Navy provisions, &c.	-	-	6 Nov. -	29 Nov.	-	-
Malta to Constantinople - - - -	- - - ditto - - - -	-	-	Nov. -	-	-	-
Deptford to Ledsund - - - -	786 tons Navy provisions and clothing.	-	-	29 July -	18 August.	-	-
Ledsund to Stockholm - - - -	To be docked - - - -	-	-	12 Sept. -	14 Sept.	-	-
Stockholm to Deptford - - - -	- - - -	-	-	8 Oct. -	30 Oct.	-	-
Deptford to the East - - - -	786 tons Navy provisions, &c.	-	-	19 Nov.	-	-	-
Plymouth to Constantinople - - - -	486 tons Army provisions	-	-	1 August -	21 August -	330	-
Constantinople to Varna - - - -	- - - ditto - - - -	-	-	21 August -	4 Sept.	-	-
Varna to Balaklava, towing artillery ship - - - -	- - - ditto - - - -	-	-	-	4/22 Sept.	-	-
Balaklava to Constantinople - - - -	- - - -	-	-	19 Sept. -	22 Sept.	-	-
Constantinople to Balaklava - - - -	With charcoal for the Army - - - -	-	-	-	28 Oct.	-	-
Balaklava to Constantinople - - - -	To bring back timber and tar - - - -	-	-	-	5 Dec.	-	-
Constantinople to Balaklava - - - -	With timber and tar for the Army - - - -	-	-	28 Dec.	-	-	-
Deptford to Copenhagen - - - -	To embark French troops	-	-	6 August -	17 August.	-	-
Copenhagen to Ledsund - - - -	French troops -	17	360	19 August -	26 August.	-	-
Ledsund to Cherbourg - - - -	- ditto - - - -	-	-	4 Sept. -	Sept.	-	-
Cherbourg to Woolwich and Deptford - - - -	- - - -	-	-	29 Sept. -	7/16 Oct.	-	-
Deptford to Plymouth - - - -	- - - -	-	-	21 Oct. -	29 Oct.	-	-
Plymouth to Malta and Constantinople - - - -	609 tons Army provisions	-	-	14 Nov. -	15 Dec.	-	-
Deptford to Calais - - - -	To embark French troops	-	-	8 August -	August.	-	-
Calais to Faro Sound - - - -	French troops -	1	223	15 August -	30 August.	-	-
Faro Sound to Cherbourg - - - -	- ditto - - - -	4	141	6 Sept. -	10 Oct.	-	-
Cherbourg to Woolwich and Deptford - - - -	- - - -	-	-	August -	{ 18 Oct. 2 Nov.	-	-
Deptford to Malta - - - -	290 tons Navy provisions	-	-	21 Nov. -	15 Dec.	-	-
Deptford to Copenhagen - - - -	To embark French troops	-	-	9 August -	17 August.	-	-
Copenhagen to Ledsund - - - -	French troops -	17	390	19 August -	25 August.	-	-
Ledsund to Cherbourg - - - -	French troops, and 53 1/2 tons provisions.	14	415	4 Sept. -	27 Sept.	-	-
Cherbourg to Woolwich and Deptford - - - -	53 1/2 tons provisions, Navy	-	-	29 Sept. -	7/21 Oct.	-	-
Deptford to Constantinople - - - -	571 1/2 tons Navy provisions	-	-	9 Nov. -	14 Dec.	-	-
Deptford to Copenhagen - - - -	To embark French troops	-	-	3 August -	14 August.	-	-
Copenhagen to Ledsund - - - -	French troops -	15	390	August -	21 August.	-	-
Ledsund to Cherbourg - - - -	- ditto - - - -	15	408	4 Sept. -	26 Sept.	-	-
Cherbourg to Woolwich - - - -	- - - -	-	-	29 Sept. -	7 Oct.	-	-
Woolwich to Deptford and Portsmouth - - - -	- - - -	-	-	21 Oct. -	28 Oct.	-	-
Portsmouth to Constantinople - - - -	521 tons Navy provisions	-	-	6 Nov. -	30 Nov.	-	-
Deptford to Copenhagen - - - -	With 382 tons Navy provisions, &c.	-	-	-	-	-	-
Copenhagen to Ledsund - - - -	To embark French troops	20	370	19 August -	August.	-	-
Ledsund to Cherbourg - - - -	Navy provisions, as above, and French troops.	9	335	August -	31 August.	-	-
Cherbourg to Woolwich and Deptford - - - -	- ditto - - - -	-	-	15 Sept. -	10 Oct.	-	-
Deptford to Plymouth - - - -	449 tons Army provisions	-	-	1 Oct. -	17/26 Oct.	-	-
Plymouth to Malta - - - -	- - - ditto - - - -	-	-	12 Nov. -	6 Nov.	-	-
Malta to Constantinople - - - -	- - - ditto - - - -	-	-	29 Nov. -	29 Nov.	-	-
Deptford to Copenhagen - - - -	To embark French troops	-	-	5 August -	17 August.	-	-
Copenhagen to Ledsund - - - -	French troops -	17	390	August -	24 August.	-	-
Ledsund to Cherbourg - - - -	- ditto - - - -	10	390	4 Sept. -	8 Oct.	-	-
Cherbourg to Woolwich and Deptford - - - -	- - - -	-	-	Oct. -	12/13 Oct.	-	-
Deptford to Malta - - - -	457 tons Navy provisions	-	-	11 Nov. -	2 Dec.	-	-
Malta to Constantinople - - - -	- - - ditto - - - -	-	-	2 Dec. -	15 Dec.	-	-
Deptford to Malta - - - -	Ordnance stores -	-	-	8 August -	21 August -	300	-
Malta to Constantinople - - - -	- ditto - - - -	-	-	21 August -	26 August.	-	-
Constantinople to Varna - - - -	- ditto - - - -	-	-	-	4 Sept.	-	-
Varna to Balaklava - - - -	- ditto - - - -	-	-	-	3 Oct.	-	-
Balaklava to Constantinople - - - -	With wounded troops	-	-	-	28 Oct. -	To be a transport for sick troops.	-
Constantinople to Balaklava - - - -	With shot and shell	-	-	-	5 Dec.	-	-
Plymouth to Constantinople - - - -	666 tons, Army provisions	-	-	9 August -	24 August -	140	-
Constantinople to Varna - - - -	- - - ditto - - - -	-	-	24 August -	-	-	-
Varna to Eupatoria - - - -	- - - ditto - - - -	-	-	-	22 Sept. -	Towed artillery ships, 3d division.	-
Eupatoria to Constantinople - - - -	With sick troops	-	-	-	3 Oct.	-	-
Constantinople to Balaklava - - - -	With coals	-	-	-	28 Oct.	-	-
Balaklava to Sinope - - - -	To obtain wood for Army.	-	-	-	18 Nov.	-	-
Sinope to Balaklava - - - -	With timber	-	-	-	5 Dec.	-	-
Balaklava to Constantinople - - - -	- - - -	-	-	-	18 Dec.	-	-

No information received in Office relative to this Column. Quarterly Accounts of Expenditure have been called for by Transport Board, but have not yet been received.

No.	N A M E S.	Whether Steam or Sailing.	Date of Engagement.	If still in the Service.	Register Tonnage on which the Freight is paid.	Rates of Freight.	Reduced or Increased.
122	Minden - - -	Sailing -	28 July 1854	Yes - - -	917 <u>279 1/4</u> 3500	19 s. 6 d. per ton per month.	No - -
123	Robert Small - - -	Ditto -	2 Aug. "	Yes - - -	794 <u>4</u> 790	19 s. 6 d. per ton per month.	No - -
124	Baraguay d'Hilliers - -	Ditto -	15 Aug. "	Yes - - -	962 <u>92</u> 700	19 s. 6 d. per ton per month.	No - -
125	Calphurnia - - -	Ditto -	21 Aug. "	Yes - - -	722 <u>25 1/4</u> 3500	19 s. 6 d. per ton per month.	No - -
127	Bucephalus - - -	Ditto -	6 Sept. "	Yes - - -	985 <u>167</u> 3500	20s. per ton per month	No - -
128	Wynnstay - - -	Ditto -	7 Sept. "	Wrecked on Point Stephans, 13th Nov. 1854.	527 <u>2526</u> 3500	20s. per ton per month	No - -
129	Poictiers - - -	Ditto -	22 Nov. "	Yes - - -	756 <u>10,52</u> 3500	19 s. 6 d. per ton per month.	No - -
130	Rockcliffe - - -	Ditto -	5 Sept. "	Yes - - -	779 <u>582</u> 3500	20s. per ton per month	No - -
132	Lion - - -	Steam -	25 Sept. "	Yes - - -	1,072 <u>96</u> 700	45s. per ton per month	No - -
133	Gottenburgh - - -	Ditto -	17 Oct. "	Yes - - -	454 <u>291 1/4</u> 3500	60s. per ton per month, for one month.	No - -
134	Robert Lowe - - -	Ditto -	23 Oct. "	Yes - - -	1,295 <u>62</u> 700	39 s. 4 d. per ton per month.	No - -
135	Queen of the South - -	Ditto -	14 Oct. "	Yes - - -	1,752	50s. per ton per month	No - -
136	Cleopatra - - -	Ditto -	20 Oct. "	Yes - - -	1,452 <u>2</u> 700	50s. per ton per month	No - -

SERVICES PERFORMED.	Quantity Conveyed.			Length of Passage.		Steam-Ships.		
	Cargo or Stores.	Troops.		From	To	Horse-power.	Consumption of Coals, or Fuel, per Hour.	
		Description.	Officers.					Men.
			No.					No.
Deptford to Calais - - - - -	To embark French troops -	-	-	5 Aug.	-	-	Tons. Cwt.	
Calais to the Baltic - - - - -	French troops -	4	200	8 Aug.	-	-		
Faro Sound to Cherbourg - - - - -	-	-	-	-	-	-		
Cherbourg to Woolwich and Deptford - - - - -	-	-	-	29 Sept.	7 21 Oct.	-		
Deptford to Malta - - - - -	1,321 tons provisions, Navy -	-	-	8 Nov.	2 Dec.	-		
Malta to Constantinople - - - - -	- ditto -	-	-	3 Dec.	15 Dec.	-		
Deptford to Copenhagen - - - - -	To embark French troops -	-	-	17 Aug.	27 Aug.	-		
Copenhagen to Ledsund - - - - -	French troops -	19	380	Aug.	3 Sept.	-		
Ledsund to Deptford - - - - -	57½ tons of damaged stores from "Nimrod." -	-	-	26 Sept.	12 Oct.	-		
Deptford to Portsmouth - - - - -	- - - - -	-	-	26 Oct.	31 Oct.	-		
Portsmouth to Constantinople - - - - -	590 tons Navy provisions -	-	-	9 Nov.	10 Dec.	-		
Deptford to Copenhagen - - - - -	135 tons Navy provisions, and to embark French troops.	-	-	25 Aug.	-	-		
Copenhagen to Faro Sound - - - - -	French troops.	25	454	-	-	-		
Faro Sound to Copenhagen - - - - -	-	-	-	30 Sept.	-	-		
Copenhagen to Deptford - - - - -	-	-	-	-	14 Oct.	-		
Deptford to Devonport - - - - -	-	-	-	19 Oct.	30 Oct.	-		
Devonport to Constantinople - - - - -	441½ tons Navy provisions -	-	-	8 Nov.	30 Nov.	-		
Deptford to Copenhagen - - - - -	To embark French troops -	-	-	29 Aug.	-	-		
Copenhagen to the Baltic - - - - -	French troops -	17	360	-	-	-		
Baltic to Deptford - - - - -	-	-	-	-	25 Sept.	-		
Deptford to Constantinople - - - - -	426½ tons Navy provisions and clothing.	-	-	19 Oct.	29 Nov.	-		
Deptford to Constantinople - - - - -	660 tons Navy and Army provisions	-	-	23 Sept.	13 Nov.	-		
Constantinople to Balaklava - - - - -	With provisions -	-	-	-	8 Dec.	-		
Deptford to the Neighbourhood of Constantinople.	Stores and 130 tons provisions -	-	-	22 Sept.	-	-		
Woolwich to Haulbowline - - - - -	With Ordnance stores -	-	-	Sept.	27 Sept.	-		
Haulbowline to Gibraltar - (13th and 92d Detachments)	- ditto -	5	275	8 Oct.	-	-		
Gibraltar to Alicante - - - - -	Sent for mules. -	-	-	-	-	-		
Alicante to Malta - - - - -	With a cargo of mules -	-	-	-	25 Dec.	-		
Deptford to Constantinople - - - - -	618½ tons Navy and Army provisions	-	-	16 Sept.	10 Nov.	-		
Constantinople to Balaklava - - - - -	With provisions -	-	-	-	18 Dec.	-		
Deptford to Gibraltar - - - - -	985 tons Army provisions -	-	-	13 Oct.	Oct.	400		
Gibraltar to Malta, with "Blundell" in tow - - - - -	- ditto -	-	-	23 Oct.	29 Oct.	-		
Malta to Constantinople - - - - -	- ditto -	-	-	30 Oct.	5 Nov.	-		
Constantinople to Balaklava - - - - -	- ditto -	-	-	-	8 Dec.	-		
Balaklava to Tendra - - - - -	Sent for hay captured by H. M.'s cruizers -	-	-	-	18 Dec.	-		
Deptford and Woolwich to the Baltic - - - - -	470 tons provisions -	-	-	22/25 Oct.	-	120		
Baltic to Deptford - - - - -	75 tons bread dust.	-	-	-	-	-		
Deptford and Woolwich to Malta - - - - -	With Ordnance stores, Army, Marines', and seamen's clothing for the East, and miners and mining apparatus for the Kosloo coal mines, also a large quantity of private stores -	-	-	14 Dec.	30 Dec.	-		
Malta to the East - - - - -	-	-	-	31 Dec.	-	-		
Deptford to Woolwich - - - - -	- - - - -	-	-	6 Nov.	6 Nov.	80		
Woolwich to Deptford and Portsmouth - - - - -	With Ordnance stores, and 40 tons Army provisions.	-	-	17/21 Nov.	23 Nov.	-		
Portsmouth to Constantinople - - - - -	Various detachments.	10	672	27 Nov.	21 Dec.	-		
Portsmouth to Constantinople - - - - -	- - - - -	33	786	27 Oct.	16 Nov.	300		
Constantinople to Balaklava - - - - -	-	-	-	-	8 Dec.	-		
Balaklava to Varna - - - - -	To convey Turkish troops to Eupatoria -	-	-	-	18 Dec.	-		
Varna to Eupatoria - - - - -	With Turkish troops -	-	-	-	20 Dec.	-		
Eupatoria to Scutari - - - - -	With sick and wounded troops.	-	-	-	-	-		
Liverpool to Portsmouth (92d and 42d Regiments, Detachments) and Haulbowline - - - - -	40 cases of camp kettles.	4	92	4 Nov.	10 Nov.	250		
Haulbowline to Constantinople - - - - -	Various Detachments, and 123 tons Army provisions.	-	-	11 Nov.	About 30 Nov.	-		
Constantinople to Balaklava - - - - -	- ditto - ditto -	-	-	-	8 Dec.	-		
Balaklava to Constantinople - - - - -	With sick troops -	-	-	-	18 Dec.	-		

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137	Ottawa - - - -	Steam -	20 Oct. 1854	Yes - - -	1,274 $\frac{66}{100}$	50 s. per ton per month	No - -
138	Adelaide - - - -	Ditto -	4 Dec. "	Yes - - -	1,859 $\frac{6}{10}$	40 s. per ton per month	No - -
139	Brandon - - - -	Ditto	4 Nov. "	Yes - - -	763 $\frac{90}{100}$	50 s. per ton per month	No - -
141	Edward - - - -	Sailing -	15 Nov. "	Yes - - -	671 $\frac{1336}{3500}$	19 s. 6 d. per ton per month.	No - -
143	Esk - - - -	Steam -	16 Nov. "	Yes - - -	359 $\frac{8}{10}$	40 s. per ton per month	No - -
144	Dinapore - - - -	Sailing -	24 Nov. "	Yes - - -	789 $\frac{2495}{3500}$	20 s. per ton per month	No - -
145	Clyde - - - -	Steam -	20 Dec. "	Yes - - -	1,168 $\frac{25}{100}$	50 s. per ton per month	No - -
146	Sydney Hall - - - -	Ditto -	29 Nov. "	Yes - - -	548 $\frac{2}{10}$	50 s. per ton per month	No - -
147	Indiana - - - -	Ditto -	15 Nov. "	Yes - - -	2,364 $\frac{8}{10}$	45 s. per ton per month	No - -
148	Metropolitan - - - -	Ditto -	21 Nov. "	Yes - - -	597 $\frac{90}{100}$	50 s. per ton per month	No - -
149	William Hutt - - - -	Ditto -	25 Nov. "	Yes - - -	530 $\frac{9}{10}$	50 s. per ton per month	No - -
151	Cumberland - - - -	Ditto -	25 Nov. "	Yes - - -	518 $\frac{10}{100}$	50 s. per ton per month	No - -
152	Sir John Easthope - - - -	Ditto -	28 Nov. "	Yes - - -	520	50 s. per ton per month	No - -
153	Firefly - - - -	Ditto -	28 Nov. "	Yes - - -	500	50 s. per ton per month	No - -
155	Norman - - - -	Ditto -	28 Nov. "	Yes - - -	530 $\frac{6}{10}$	50 s. per ton per month	No - -
156	Hetton - - - -	Ditto -	29 Nov. "	Yes - - -	560 $\frac{4}{10}$	50 s. per ton per month	No - -
157	Cosmopolitan - - - -	Ditto -	30 Nov. "	Yes - - -	600 $\frac{61}{100}$	50 s. per ton per month	No - -
158	Oscar - - - -	Ditto -	11 Dec. "	Yes - - -	472 $\frac{3}{10}$	50 s. per ton per month	No - -
159	John Bowes - - - -	Ditto -	4 Dec. "	Yes - - -	485 $\frac{8}{10}$	50 s. per ton per month	No - -
161	Black Prince - - - -	Ditto -	14 Dec. "	Yes - - -	501	55 s. per ton per month	No - -
162	East Anglian - - - -	Ditto -	20 Dec. "	Yes - - -	358 $\frac{53}{100}$	50 s. per ton per month	No - -

SERVICES PERFORMED.	Quantity Conveyed.			Length of Passage.		Steam-Ships.	Consumption of Coals or Fuel, per Hour.
	Cargo or Stores.	Troops.		From	To	Horse-power.	
		Description.	Officers.				
		No.	No.				Tons. Cwt.
Liverpool to Portsmouth - - - -	With Ordnance stores	-	-	4 Nov.	6 Nov.	200	
Portsmouth to Constantinople (Detachments)	2 horses - - -	30	458	9 Nov.	About 30 Nov.	-	
Constantinople to Balaklava - - - -	- - - -	-	-	-	8 Dec.	-	
Balaklava to Constantinople - - - -	With sick troops	-	-	-	25 Dec.	-	
Deptford to Plymouth - - - -	138½ tons Army provisions	-	-	17 Dec.	27 Dec.	450	
Plymouth to Constanti- } Various Detach- nople - - - - } ments.	- ditto - - -	8	313	29 Dec.	-	-	
	44 guns for the Turkish Government and stores.	-	-	-	-	-	
Deptford to Portsmouth - - - -	With Ordnance stores	-	-	13 Nov.	-	170	
Portsmouth to Balaklava - - - -	Various Detach- ments.	6	355	17 Nov.	8 Dec.	-	
Balaklava to Constantinople - - - -	With sick troops	-	-	-	25 Dec.	-	
Devonport to Constantinople - - - -	653 tons Army provisions	-	-	23 Nov.	-	-	
Portsmouth to Constantinople - - - -	358 tons Army provisions	-	-	24 Nov.	14 Dec.	60	
Deptford to Devonport - - - -	709 tons Army provisions	-	-	6 Dec.	10 Dec.	-	
Devonport to the East - - - -	With Army provisions and hay	-	-	26 Dec.	-	-	
Portsmouth to Constantinople - - - -	With warm clothing	-	-	-	Waiting orders	200	
Deptford to Constantinople - - - -	A quantity of seamen's clothing, 294 tons Army and Marines' clothing, and a number of cases of private stores.	-	-	14 Dec.	-	70	
Southampton to Toulon and Marseilles -	To embark French troops -	-	-	21 Nov.	-	300	
Marseilles to Constantinople (French troops)	28 horses - - -	170	1,086	9 Dec.	-	-	
Deptford to Southampton - - - -	With shot and warm clothing -	-	-	1 Dec.	2 Dec.	130	
Southampton to Constantinople - - - -	- ditto and huts - - -	-	-	7 Dec.	25 Dec.	-	
Constantinople to Balaklava - - - -	- ditto ditto - - -	-	-	25 Dec.	-	-	
Deptford to Portsmouth - - - -	To embark huts	-	-	25 Nov.	3 Dec.	70	
Portsmouth to the Crimea - - - -	With huts	-	-	11 Dec.	-	-	
Deptford to Portsmouth - - - -	To embark huts	-	-	25 Nov.	30 Nov.	300	
Portsmouth to Malta - - - -	With huts	-	-	6 Dec.	24 Dec.	-	
Malta to the Crimea - - - -	- ditto - - -	-	-	24 Dec.	-	-	
Deptford to Southampton - - - -	To embark huts	-	-	30 Nov.	7 Dec.	70	
Southampton to the Crimea - - - -	With huts	-	-	11 Dec.	-	-	
Woolwich, Deptford, and Plymouth to the Crimea.	With part of Third Battering Train, warm clothing, &c.	-	-	8/9/24 Dec.	-	70	
Southampton to the Crimea - - - -	With huts and stores	-	-	3 Dec.	-	60	
Deptford to Southampton - - - -	To embark huts	-	-	29 Nov.	2 Dec.	70	
Southampton to Constantinople - - - -	With huts	-	-	8 Dec.	25 Dec.	-	
Constantinople to Balaklava - - - -	- ditto - - -	-	-	25 Dec.	-	-	
Deptford to Portsmouth - - - -	With shot and warm clothing	-	-	2 Dec.	3 Dec.	120	
Portsmouth to Constantinople - - - -	- ditto and huts - - -	-	-	9 Dec.	25 Dec.	-	
Deptford and Woolwich to the Crimea -	With warm clothing, stores, &c.	-	-	16/21 Dec.	-	120	
Southampton to Malta - - - -	With huts and stores	-	-	10 Dec.	23 Dec.	70	
Malta to Constantinople - - - -	- ditto - - -	-	-	23 Dec.	-	-	
Deptford to the Crimea - - - -	With battering train, Army provisions, Ordnance stores, and warm clothing.	-	-	27 Dec.	-	80	
At Woolwich taking in battering train, Ordnance stores, &c.	- - - -	-	-	-	-	70	

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163	Alster - - - -	Steam -	9 Dec. 1854	Yes - - -	485 $\frac{12}{100}$	50 s. per ton per month	No - -
164	Royal Victoria - - -	Ditto -	9 Dec. "	Yes - - -	614 $\frac{12}{100}$	50 s. per ton per month	No - -
165	Lady Eglinton - - -	Ditto -	11 Dec. "	Yes - - -	579 $\frac{24}{100}$	50 s. per ton per month	No - -
166	Union - - - -	Ditto -	26 Dec. "	Yes - - -	336 $\frac{53}{100}$	55 s. per ton per month, for 3 months only; any subsequent pe- riod, 50 s.	- - -
167	Foyle - - - -	Ditto -	22 Dec. "	Yes - - -	795 $\frac{62}{100}$	50 s. per ton per month	No - -
168	Prompt - - - -	Ditto -	28 Dec. "	Yes - - -	417 $\frac{45}{100}$	57 s. 6 d. per ton per month.	No - -
169	Marley Hill - - -	Ditto -	27 Dec. "	Yes - - -	508 $\frac{5}{10}$	55 s. per ton per month	No - -
170	Kangaroo - - - -	Ditto -	27 Dec. "	Yes - - -	424 $\frac{55}{100}$	60 s. per ton per month	No - -
171	Eagle - - - -	Ditto -	29 Dec. "	Yes - - -	480 $\frac{4}{10}$	1,200 l. per month	No - -
174	Whitley Park - - -	Ditto -	27 Dec. "	Yes - - -	536	55 s. per ton per month	No - -

STEAM VESSELS SUPPLIED BY COMPANIES HOLDING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY:

104	Himalaya - - - -	Steam -	18 Feb. 1854	No - - -	3,508	50 s. per ton per month	No - -
	Ripon - - - -	Ditto -	16 Nov. "	Yes - - -	1,926	50 s. per ton per month	No - -
	Euxine - - - -	Ditto -	8 April " Discharged 9 May '54.	No - - -	1,165	50 s. per ton per month	No - -

SERVICES PERFORMED.	Quantity Conveyed.			Length of Passage.		Steam-Ships.	
	Cargo or Stores.	Troops.		From	To	Horse-power.	Consumption of Coals or Fuel, per Hour.
	Description.	Officers.	Men.				
		No.	No.				Tons. Cwt.
Glasgow to Portsmouth - - - -	To embark huts -	-	-	10 Dec.	10 Dec.	120	No information received in Office relative to this Column. Quarterly Accounts of Expenditure have been called for by Transport Board, but have not yet been received.
Portsmouth to Malta - - - -	With huts -	-	-	15 Dec.	28 Dec.	—	
Malta to the Crimea - - - -	- ditto -	-	-	28 Dec.	—	—	
Portsmouth to the Crimea - - - -	With officers' huts, stores, &c. -	-	-	-	21 Dec.	200	
Portsmouth to Woolwich and Deptford	To embark battering train -	-	-	16 Dec.	-	150	
Deptford to the East - - - -	With a 32-pounder battering train, warm clothing, 4½ tons of coffee, and private stores.	-	-	30 Dec.	—	—	
Deptford to Southampton - - - -	To embark huts and shot -	-	-	30 Dec.	-	40	
Portsmouth to the Crimea - - - -	With huts and warm clothing -	-	-	31 Dec.	-	400	
Deptford to Woolwich - - - -	To load ammunition and warm clothing	-	-	29 Dec.	-	100	
Deptford to Portsmouth - - - -	To embark huts -	-	-	31 Dec.	-	80	
At Deptford - - - -	Embarking mining apparatus, powder, &c.	-	-	-	-	60	
At Deptford - - - -	To embark Army medical stores	-	-	-	-	80	
At Deptford - - - -	To embark Army medical stores	-	-	-	-	70	

CONTRACTS FOR THE CONVEYANCE OF MAILS.

Southampton to Plymouth and Malta - - -	{ Rifle Brigade, and Sappers and Miners -	1 horse - -	13	309	24/28 Feb.	} 7 March -	700	No information received in Office relative to this Column. Quarterly Accounts of Expenditure have been called for by Transport Board, but have not yet been received.	
Plymouth to Malta - - -	(93d Regiment)	5 horses - -	33	911	28 Feb. -		—		
Malta to Alexandria and back - - -	-	-	-	-	-		7 April.		—
Malta to the Levant, and Southampton - -	-	-	-	-	10 April.	—	—		
Southampton to Haulbowline and Constantinople - - -	(Various)	27 horses - -	5	20	23/28 May	10 June.	—		
Haulbowline to Malta, and Constantinople - - -	{ (5th Dragoon Guards and detachments of 68th and 3d Regts.)	298 horses -	19	430	28 May -	5/10 June.	—		
Constantinople to Varna (Ditto and Artillery)	-	317 horses -	-	448	- - -	12 June.	—		
Varna to Constantinople, and England -	-	-	-	-	- - -	16 June.	—		
Dublin to Malta, and Constantinople - - -	(2d Dragoons)	158 horses -	4	72	21 July -	} 7 August.	—		
Liverpool to Malta, and Constantinople - - -	(Ditto)	205 horses -	21	308	26 July -		—		
N. B.—This vessel was at Constantinople on 9th August, the date of Purchase by Government.									
To Toulon - - - -	To embark French troops -	-	-	-	Nov. -	Nov. -	450		
Toulon to Constantinople - - - -	With 1,124 French troops -	-	-	-	-	9 Dec.	—		
Constantinople to Balaklava - - - -	- ditto -	-	-	-	-	13 Dec.	—		
Balaklava to Constantinople - - - -	Conveyed sick troops -	-	-	-	-	18 Dec.	—		
Constantinople to Malta and Marseilles -	To embark French troops -	-	-	-	24 Oct. -	30 Dec.	—		
337 tons Navy provisions.									
Southampton, Portsmouth, and Plymouth - - -	(Staff)	12 horses -	6	66	14/17/18 Apr.	28 April -	400		
Malta to Constantinople - - - -	-	12 horses -	6	66	28 April -	3 May.	—		
and 66½ tons Navy provisions in addition.									
N. B.—This vessel was at Constantinople on the 9th May, when discharged.									

No.	NAMES.	Whether Steam or Sailing.	Date of Engagement.	If still in the Service.	Register Tonnage on which the Freight is paid.	Rates of Freight.	Reduced or Increased.
PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY— <i>continued.</i>							
	Simla - - - -	Steam -	3 July 1854	Yes - - -	2,600	50 s. per ton per month	No - -
	Colombo - - - -	Ditto -	8 July „	Yes - - -	1,865	50 s. per ton per month	No - -
	Candia - - - -	Ditto -	14 Nov. „	Yes - - -	2,200	50 s. per ton per month	No - -
	Nubia - - - -	Ditto -	25 Nov. „	Yes - - -	2,095	50 s. per ton per month	No - -
	Manilla - - - -	Ditto -	10 Nov. „	Yes - - -	646	50 s. per ton per month	No - -
ROYAL MAIL STEAM PACKET COMPANY:							
	Orinoco - - - -	Steam -	18 Feb. 1854	Yes - - -	2,901	50 s. per ton per month	No - -
	Trent - - - -	Ditto -	3 April „	Yes - - -	18,57 1,856 $\frac{6}{10}$	50 s. per ton per month	No - -

SERVICES PERFORMED.	Quantity Conveyed.			Length of Passage.		Steam-Ships.		
	Cargo or Stores.	Troops.		From	To	Horse-power.	Consumption of Coals or Fuel, per Hour.	
		Description.	Officers.					Men.
			No.					No.
							Tons. Cwt.	
Plymouth and Haulbowline to { 4th Light Bonykdere - - - { Dragoons }	317 horses -	20	321	14 July	31 July	600		
Bonykdere to Varna - - - -	- - - - ditto - - - -	-	-	-	3 Aug.	-		
Varna to Constantinople - - -	- - - -	-	-	-	30 Aug.	-		
Constantinople to Gallipoli - -	To convey part of 4th Regiment to Varna	-	-	-	19 Aug.	-		
Gallipoli to Varna - - - -	- - - -	-	-	-	7 Sept.	-		
Varna to the Crimea - - - -	Conveyed 4th Dragoons -	-	-	-	7/22 Sept.	-		
The Crimea to Varna - - - -	Sent back for cavalry -	-	-	19 Sept.	22 Sept.	-		
Varna to Balaklava - - - -	With cavalry - - - -	-	-	-	3 Oct.	-		
Balaklava to Bourgas - - - -	To bring up French cavalry -	-	-	-	8 Oct.	-		
Bourgas to the Crimea and Constantinople	- - - -	-	-	-	18 Oct.	-		
Constantinople to Bourgas - - -	To convey French cavalry -	-	-	-	18 Nov.	-		
Bourgas to Varna - - - -	To convey Turkish troops to Eupatoria	-	-	-	8 Dec.	-		
Varna to Eupatoria - - - -	Conveyed Turkish troops -	-	-	-	18 Dec.	-		
Plymouth to Malta and Bonykdere (20th Regt.)	12 horses -	30	961	18 July	*2 August -	450		
Bonykdere to Constantinople - -	- - - -	-	-	-	19 Aug.	-		
Constantinople to Varna - - - -	- - - -	-	-	-	4 Sept.	-		
Varna to the Crimea - - - -	Conveyed 20th Regiment -	-	-	-	4/22 Sept.	-		
Crimea to Constantinople - - -	Conveyed wounded men -	-	-	-	22 Sept.	-		
Constantinople to Sebastopol and Balaklava	- - - -	-	-	-	18/28 Oct.	-		
Balaklava to Constantinople - -	Conveyed wounded troops -	-	-	-	8 Nov.	-		
Constantinople to Balaklava - -	With heavy ordnance -	-	-	-	18 Nov.	-		
Balaklava to Varna - - - -	To convey Turkish troops to Eupatoria	-	-	-	8 Dec.	-		
Varna to Eupatoria and Balaklava -	- - - -	-	-	-	18 Dec.	-		
Southampton to Marseilles - - -	To embark French troops -	-	-	15 Nov.	Nov.	450		
Marseilles to Malta and Constantinople -	(French troops) -	30	1,154	30 Nov.	3/8 Dec.	-		
Constantinople to Balaklava - - -	- - - - ditto - - - -	-	-	-	13 Dec.	-		
Balaklava to Constantinople - - -	With sick troops - - - -	-	-	-	18 Dec.	-		
Constantinople to England - - - -	- - - -	-	-	25 Dec.	-	-		
Southampton to Marseilles - - -	To embark French troops.	-	-	-	-	-		
Marseilles to the East - - - -	24 horses, 3 tons powder, & some camp equipage.	17	1,093	11 Dec.	-	450		
Deptford, Woolwich, and Portsmouth to Balaklava.	With warm clothing, shot, &c.	-	-	17/26/27 Nov.	26 Dec.	60		
Southampton to Malta { 1st batt. Coldstream Guards } - - - -	13 horses -	33	921	23 Feb.	4 March	450		
Malta to Gibraltar - - - -	- - - -	-	-	March	March	-		
Gibraltar to Malta - - - - (44th Regiment)	8 horses -	31	923	10 March	15 March	-		
Malta to England - - - -	- - - -	-	-	-	-	-		
Southampton to Malta - - - - (7th Fusiliers)	13 horses -	35	918	6 April	17 April	-		
Malta to the East and back - - -	- - - - ditto - - - -	-	-	17 April	26 April	-		
Malta to England - - - -	- - - -	-	-	28 April	May	-		
Southampton to Malta and Athens -	Conveyed 97th Regiment -	-	-	May	1 June	-		
Athens to England - - - -	- - - -	-	-	-	July	-		
Portsmouth to Con- { 1st batt. Rifle Brigade, stantinople - - - { detachment of 68th }	7 horses -	31	1,099	15 July	30 July	-		
Constantinople to the { 1st batt. Rifle Brigade, Alma - - - { and camp equipage }	- - - -	-	-	-	22 Sept.	-		
Alma to Balaklava - - - -	- - - -	-	-	-	3 Oct.	-		
Balaklava to Constantinople - -	To bring up Turkish troops -	-	-	-	8 Oct.	-		
Constantinople to Sebastopol - -	To tow fleet, if necessary -	-	-	-	18 Oct.	-		
Sebastopol to Constantinople - -	- - - -	-	-	-	28 Oct.	-		
Constantinople to the Katcha - -	With French troops - - - -	-	-	-	8 Nov.	-		
Katcha to Constantinople - - - -	- - - -	-	-	-	-	-		
Constantinople to Marseilles and Toulou	- - - -	-	-	6 Dec.	15/22 Dec.	-		
Toulou to Malta and the East - -	French troops -	42	1,600	23 Dec.	24 Dec.	-		
Southampton to Malta and Con- { 23d Regi- stantinople - - - { ment } -	7 horses -	35	915	5 April	18/25 April	-		
Constantinople to Malta - - - -	- - - -	-	-	-	-	-		
Malta to Constantinople (Various detachments)	47 horses -	35	534	18 May	24 May	450		
Constantinople to Varna and back - (Various)	287 horses -	8	185	29 May	3 June	-		
Constantinople to Varna - - - -	- - - -	2	22	7 June	-	-		
Varna to Constantinople - - - -	- - - -	-	-	-	-	-		
Constantinople to Beyrout - - - -	To bring up horses purchased by Captain Nowlan.	-	-	9 June	-	-		
Beyrout to Varna - - - -	303 horses.	-	-	-	-	-		
Varna to Constantinople and Malta -	- - - -	-	-	15 July	-	-		
Malta to the Coast of Spain - - -	- - - -	-	-	-	-	-		
Coast of Spain to Constantinople -	300 mules -	-	-	-	20 Aug.	-		
Constantinople to Varna - - - -	- - - -	-	-	-	7 Sept.	-		
Varna to the Crimea - - - -	With 11 hussars - - - -	-	-	-	7/22 Sept.	-		
Crimea to Varna - - - -	Sent back for cavalry - -	-	-	19 Sept.	28 Sept.	-		
Varna to Balaklava - - - -	With cavalry - - - -	-	-	-	3 Oct.	-		
Balaklava to Bourgas - - - -	To bring up French cavalry -	-	-	-	8 Oct.	-		
Bourgas to Balaklava - - - -	With French cavalry - - -	-	-	-	18 Oct.	-		
Balaklava to Varna - - - -	To convey military stores and French horses	-	-	-	28 Oct.	-		
Varna to Balaklava - - - -	With French horses - - -	-	-	-	18 Nov.	-		
Balaklava to Malta - - - -	Sent for mules - - - -	-	-	-	8/19 Dec.	-		

No information received in Office relative to this Column. Quarterly Accounts of Expenditure have been called for by Transport Board, but have not yet been received.

Quarterly Accounts of Expenditure have been called for by Transport Board, but have not yet been received.

No information received in Office relative to this Column.

No.	N A M E S.	Whether Steam or Sailing.	Date of Engagement.	If still in the Service.	Register Tonnage on which the Freight is Paid.	Rates of Freight.	Reduced or Increased.
ROYAL MAIL STEAM PACKET COMPANY— <i>continued.</i>							
	Medway - - - -	Steam -	3 April 1854	Yes - - -	1,896 $\frac{1,895 \frac{7}{10}}$	50 s. per ton per month	No - -
	Avon - - - -	Ditto -	10 July „	Yes - - -	2,069	50 s. per ton per month	No - -
	Tamar - - - -	Ditto -	17 Nov. „	Yes - - -	1,963 $\frac{76}{100}$	50 s. per ton per month	No - -
	Magdalena - - -	Ditto -	2 Dec. „	Yes - - -	2,943 $\frac{7}{10}$	50 s. per ton per month	No - -
	Thames - - - -	Ditto -	13 Nov. „	Yes - - -	1,889 $\frac{3}{10}$	50 s. per ton per month	No - -
AFRICAN STEAM SHIPPING COMPANY:							
131	Faith - - - -	Steam -	16 Sept. 1854	Yes - - -	721 $\frac{82}{100}$	50 s. per ton per month	No - -
64	Hope - - - -	Ditto -	4 Mar. „	Yes - - -	922	35 s. per ton per month	No - -
140	Charity - - - -	Ditto -	11 Nov. „	Yes - - -	1,239 $\frac{87}{160}$	50 s. per ton per month	No - -
NORTH AMERICAN STEAM NAVIGATION COMPANY:							
	Cambria - - - -	Steam -	14 Feb. 1854	Yes - - -	1,423	4,500 l. per month -	No - -

SERVICES PERFORMED.	Quantity Conveyed.			Length of Passage.		Steam-Ships.	
	Cargo or Stores.	Troops.		From	To	Horse-power.	Consumption of Coals or Fuel, per Hour.
		Description.	Officers. Men.				
			No. No.				Tons. Cwt.
Southampton to Scutari - (95th Regiment)	11 horses -	-	33 917	6 April -	24 April.	—	—
Scutari to Gibraltar -	-	-	-	-	-	430	—
Gibraltar and Malta to Constantinople -	-	-	-	10/15 May -	29 May.	—	—
Constantinople to Varna and back -	Towed two horse-artillery transports to Varna, and brought two back. Conveyed 41st Regiment to Varna			-	* 6 June -	* Constanti-	nople.
Constantinople to Varna and back -	-	-	-	29 June -	20 June -	-	—
Constantinople to England -	-	-	-	24 June -	† July -	† Portsmouth.	—
Deptford to Constantinople -	-	-	-	4 Aug.	26 Aug.	—	—
Constantinople to Varna -	With battering train	-	-	-	4 Sept.	—	—
Varna to the Alma -	ditto	-	-	-	22 Sept.	—	—
Alma to Balaklava -	-	-	-	-	3 October.	—	—
Balaklava to the Katcha -	-	-	-	-	28 October.	—	—
Katcha to Balaklava -	-	-	-	-	8 Nov.	—	—
Balaklava to Constantinople -	With sick and wounded	-	-	-	10 Dec.	—	—
Constantinople to Chersonese -	With French troops and stores	-	-	-	18 Dec.	—	—
Cork to Constantinople - (63d Regiment)	8 horses -	-	32 977	23 July -	7 August -	450	—
Constantinople to Varna -	-	ditto	-	-	19 August.	—	—
Varna to the Alma -	-	-	-	-	4 Sept.	—	—
Alma to Varna -	Conveyed 68th Regiment -	-	-	-	4/22 Sept.	—	—
Varna to Balaklava -	For any remaining troops, &c.	-	-	-	3 October.	—	—
Balaklava to Odessa -	-	-	-	-	18 October.	—	—
Odessa to the Katcha -	With 10 tons provisions for Her Ma-	-	-	-	28 October.	—	—
Katcha to Balaklava -	jesty's ships.	-	-	-	8 Nov.	—	—
Balaklava to Constantinople -	-	-	-	-	18 Nov.	—	—
Constantinople to Malta -	With sick troops	-	-	-	8 Dec.	—	—
Malta to Southampton -	To be repaired -	-	-	-	26 Dec.	—	—
	With military invalids, &c.	-	-	31 Dec.	-	Sent home for repairs.	—
Southampton to Gibraltar { (66th Reg. Royal Artillery) }	1 horse -	-	{ 5 120 }	24 Nov.	30 Nov.	400	—
Gibraltar to Balaklava - (17th Regiment)	7 horses -	-	{ 30 700 }	2 Dec.	16 Dec.	—	—
Balaklava to Constantinople -	With sick troops	-	24 719	-	25 Dec.	—	—
Portsmouth to Constantinople (18th Regiment)	4 horses -	-	30 821	9 Dec.	24 Dec.	760	—
Constantinople to the Crimea -	-	ditto	-	25 Dec.	—	—	—
Southampton to Toulon -	To embark French troops.	-	—	—	—	—	—
Toulon to Constantinople -	With French troops -	-	-	-	10 Dec.	413	—
Constantinople to Varna -	For English troops and bât horses	-	-	-	18 Dec.	—	—
Deptford and Woolwich to Balaklava -	430 tons Army provisions	-	-	28 Sept.	8 Nov.	180	—
Balaklava to Varna -	Commissariat store ship	-	-	-	8 Dec.	—	—
Varna to Balaklava -	ditto	-	-	-	18 Dec.	—	—
Deptford to Woolwich and Constantinople -	488 tons Army provisions	-	-	28 March -	18 April.	—	—
Constantinople to Varna -	Commissariat store ship	-	-	-	20 June -	122	—
Varna to Constantinople -	ditto	-	-	-	10 August.	—	—
Constantinople to Varna -	ditto	-	-	-	19 August.	—	—
Varna to the Alma -	ditto	-	-	-	22 Sept.	—	—
Alma to Balaklava -	ditto	-	-	-	3 October.	—	—
Balaklava to Constantinople -	ditto	-	-	-	28 October.	—	—
Constantinople to Balaklava -	ditto	-	-	-	18 Nov.	—	—
Deptford to Portsmouth -	To embark troops	-	-	4 Dec.	5 Dec.	202	—
Portsmouth to Constantinople { (Various de- tachments) }	-	-	23 477	7 Dec.	22 Dec.	—	—
Constantinople to the Crimea - (ditto)	-	-	-	23 Dec.	—	—	—
Dublin to Malta - (50th Regiment)	5 horses -	-	22 683	25 Feb.	7 March.	—	—
Malta to England -	-	-	-	March	March -	500	—
Liverpool to Malta - (77th Regiment)	2 horses -	-	4 95	25 March -	8 April.	—	—
Kingstown to Malta - (Various detachments)	-	-	-	28 March -	—	—	—
Malta to Constantinople and back -	-	-	-	-	23 April.	—	—
Malta to Gibraltar -	-	-	-	-	30 April.	—	—
Gibraltar to Malta -	-	-	-	23 April -	5 May.	—	—
Malta to Constantinople -	-	-	-	1 May -	11 May.	—	—
Constantinople to Beicos Bay -	With No. 12 transport in tow	-	-	-	5 June.	—	—
Beicos Bay to Malta -	With transports 45 and 47 in tow	-	-	-	20 June.	—	—
Constantinople to Varna and back -	Conveyed 47th Regiment to Varna	-	-	13 June -	30 July.	—	—
Malta to Constantinople -	-	-	-	-	10 August.	—	—
Constantinople to Baltschik -	Conveyed 68th Regiment -	-	-	3 Aug.	12 August.	—	—
Baltschik to Constantinople -	ditto	-	-	-	4 Sept.	—	—
Constantinople to Sebastopol -	Conveyed sick troops	-	-	-	21 Sept.	—	—
Sebastopol to Constantinople -	Conveyed wounded troops	-	-	-	18 October.	—	—
Constantinople to Malta, Gibraltar, and Crimea.	Conveyed 39th Regiment from Gi-	-	-	-	24 October.	—	—
	braltar.	-	-	-	11 Dec.	—	—

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No.	NAMES.	Whether Steam or Sailing.	Date of Engagement.	If still in the Service.	Register Tonnage on which the Freight is paid.	Rates of Freight.	Reduced or Increased.
NORTH AMERICAN STEAM NAVIGATION COMPANY—continued.							
	Niagara - - - -	Steam -	13 Feb. 1854	Yes - - -	1,825	50 s. per ton per month	No - -
	Pay ceased 4 May 1854. Re-engaged 19 November 1854.						
	Jura - - - -	Ditto -	11 Oct. 1854	Yes - - -	2,240	55 s. per ton for one voyage only.	- - -
	Alps - - - -	Ditto -	11 Nov. „	Yes - - -	1,140	50 s. per ton per month	No - -
	Arabia - - - -	Ditto -	27 Nov. „	Yes - - -	2,393	50 s. per ton per month	No - -
100	Andes - - - -	Ditto -	11 April „	Yes - - -	1,440	3,600 l. per month -	Reduced to 40s. per ton per month.
	Europa - - - -	Ditto -	11 Nov. „	Yes - - -	1,834	50 s. per ton per month	No - -
SOUTH AMERICAN AND GENERAL STEAM NAVIGATION COMPANY:							
150	Imperatrice - - -	Steam -	27 Nov. 1854	Yes - - -	1,737	50 s. per ton per month	No - -
160	Bahians - - - -	Ditto -	12 Dec. „	Yes - - -	1,530	50 s. per ton per month	No - -

SERVICES PERFORMED.	Quantity Conveyed.			Length of Passage.		Steam-Ships.	
	Cargo or Stores.	Troops.		From	To	Horse-power.	Consumption of Coals or Fuel, per Hour.
	Description.	Officers.	Men.				
		No.	No.				Tons. Cwt.
Liverpool to Malta - - (28th Regiment)	6 horses - -	32	874	23 Feb. -	- - -	630	
Liverpool to Constantinople (88th Regiment)	horses - -	3	-	5 April.	-	-	
Constantinople to Malta and England - -	Arrived at, and sailed from Malta -			- - -	23 April.	-	
Liverpool to Gibraltar (54th Regt. and R. A.)	- - -	33	697	25 Nov.	-	-	
Gibraltar to Constantinople and Balaklava -	Conveyed 89th Regiment -			- - -	11/18 Dec.	-	
Liverpool to Cork - - - - -	To embark troops - -	-	-	22 Oct. -	23 Oct. -	450	
Cork to Constantinople (Various detachments)	8 horses -	38	1,200	26 Oct. -	6 Nov.	-	
Constantinople to Chersonese - - - -	- - - ditto - -	-	-	- - -	18 Nov.	-	
Balaklava to Constantinople - - - -	- - - -	-	-	4 Dec. -	5 Dec.	-	
Constantinople to Malta - - (Invalids)	- - -	30	330	15 Dec.	-	-	
Malta to Marseilles - - - - -	To convey French troops and ammunition to Crimea.			- - -	26 Dec.	-	
Marseilles to Malta and Constantinople -	Conveyed French troops -	-	-	- - -	- Dec. -	400	
Constantinople to Marseilles - - - -	To embark French troops -	-	-	25 Dec.	-	-	
Liverpool to Kingstown and Marseilles - -	Shipped 665 quarter barrels of powder at Kingstown.			- - -	5 Dec. -	870	
Marseilles to the Crimea - (French troops)	- - -	33	1,103	22 Dec.	-	-	
Portsmouth to Constantinople - (1st Royals)	- - -	30	909	21 April -	7 May.	-	
Constantinople to Malta and back - - -	- - -	-	-	9 May -	- - -	300	
Constantinople to Varna and back - - -	Towed two transports of Lancers, and returned with two empty ones.			- - -	5 June.	-	
Constantinople to Varna and back - - -	Conveyed 55th Regiment to Varna -			- - -	20 June.	-	
Constantinople to Gallipoli - - - -	With a transport in tow, to bring up three divisions of the Army.			20 June.	-	-	
Gallipoli to Varna - - - - -	- - -	-	-	- - -	20 July.	-	
Varna to Beicos Bay - - - - -	- - -	-	-	- - -	30 July.	-	
Beicos Bay to Baltschik - - - - -	- - -	-	-	- - -	19 August.	-	
Baltschik to the Crimea - - - - -	Conveyed 33d Regiment -			- - -	4 Sept.	-	
Crimea to Constantinople - - - - -	Conveyed 340 wounded troops -			- - -	22 Sept.	-	
Constantinople to Balaklava - - - - -	- - -	-	-	- - -	18 Oct.	-	
Balaklava to Constantinople - - - - -	Conveyed wounded troops -			- - -	18 Nov.	-	
Constantinople to Malta and Marseilles -	- - -	-	-	- - -	8/17 Dec.	-	
Marseilles to the Crimea - - - - -	French troops, 21 horses.	10	370	27 Dec.	-	-	
Liverpool to the Crimea (Various detachments)	- - -	6	167	18 Nov. -	- - -	650	
Dublin to the Crimea - - - - -	7 horses - -	37	958	19 Nov.	-	-	
Crimea to Varna - - - - -	To convey Turkish troops -			- - -	8 Dec.	-	
Varna to Eupatoria and Balaklava - - -	Conveyed Turkish troops to Eupatoria -			- - -	18 Dec.	-	
Liverpool to Portsmouth - - - - -	- - -	-	-	19 Dec. -	23 Dec.	300	
Portsmouth to the East (Various detachments)	- - -	20	865	31 Dec.	-	-	
At Liverpool - - - - -	Preparing for embarkation of troops -			- - -	-	200	

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TRANSPORTS.

RETURN of SHIPS engaged as REGULAR TRANSPORTS, with the NAMES (showing Steam from Sailing), from 1 January 1864 to 1 January 1865; with Dates of Engagement, and if still in the Service; the Register Tonnage; the Rates of Freight; the Service performed by each; the Length of the Passages; and, in Steam Ships, the Horse Power.

(*Mr. William Lindsay.*)

*Ordered, by The House of Commons, to be Printed,
5 June 1865.*

TRANSPORTS.

RETURN to an Order of the Honourable The House of Commons,
dated 5 March 1855;—for,

A RETURN “ of the Number of TRANSPORTS employed in carrying TROOPS
or MUNITIONS of every Description for WAR in the EAST, between the
1st day of October 1853 and the 1st day of March 1855, inclusive, under
the following Heads :

Name of Ship.	Date of Contract.	Sailing or Steam.	Gross Tonnage.	If Steam, available Tonnage for Cargo.	Horse Power.	Terms and Duration of Contract.	Variations from Original Contract.	Extra Expenses, if any, super Contract.	Name of Owner.	On what Service en- gaged.	For what Period.	If Ship, Steam or Sail- ing, is purchased, the Amount of Purchase Money.
												”

Admiralty, }
13 August 1855. }



JOHN JONES DYER,
Chief Clerk.

(Sir Henry Willoughby.)

Ordered, by The House of Commons, to be Printed,
14 August 1855.

RETURN of the Number of TRANSPORTS employed in carrying TROOPS or MUNITIONS of every Description

Note.—The Words and Figures printed in *Italics*

—	NAME OF SHIP.	Date of Contract.	Sailing or Steam.	Gross Tonnage.	If Steam, available Tonnage for Cargo (Register).	Horse- Power.	Terms and Duration of Contract.		Variations from Original Contract.
							Rate per Ton per Month.	Period for which Engaged.	
1	Pyrenees - - -	23 Feb. 1854	Sailing -	832	- -	- -	<i>£. s. d.</i> 1 10 6	4 months -	- - - - -
2	Mercia - - -	26 Feb. 1854	ditto -	649	- -	- -	1 10 -	4 months -	-- Reduced to 20 s., 26 June 1854.
3	Her Majesty - -	1 Mar. 1854	ditto -	848	- -	- -	1 9 9	4 months -	- - - - -
4	City of Carlisle - -	28 Feb. 1854	ditto -	936	- -	- -	1 12 6	4 months -	-- Reduced to 20 s., 25 August 1854.
5	Resolute - - -	27 Feb. 1854	ditto -	639	- -	- -	1 9 -	4 months -	-- Reduced to 20 s., 10 August 1854.
6	Earl of Shaftesbury -	6 Mar. 1854	ditto -	600	- -	- -	1 9 -	4 months -	-- Reduced to 20 s., 25 July 1854.
7	Palmerston - - -	2 Mar. 1854	ditto -	978	- -	- -	1 6 -	4 months -	-- Reduced to 20 s., 11 August 1854.
8	Alipore - - -	6 Mar. 1854	ditto -	811	- -	- -	1 10 -	4 months -	-- Reduced to 20 s., 19 August 1854.
9	John Masterman - -	3 Mar. 1854	ditto -	682	- -	- -	1 12 5	4 months -	- - - - -
10	Edendale - - -	18 Mar. 1854	ditto -	1,003	- -	- -	1 10 -	4 months -	-- Reduced to 20 s., 17 September 1854.
11	St. Hilda - - -	18 Mar. 1854	ditto -	791	- -	- -	1 8 10	4 months -	-- Reduced to 20 s., 19 August 1854.
12	Colgrain - - -	10 Mar. 1854	ditto -	666	- -	- -	1 9 9	4 months -	-- Reduced to 20 s., 15 August 1854.
13	Morayshire - - -	{ 14 Mar. 1854 14 Aug. 1854 }	ditto -	788	- -	- -	{ 1 10 6 1 - - }	{ 4 months 3 months }	{ - - - - - - - - - - }
14	Arnotdale - - -	9 Mar. 1854	ditto -	833	- -	- -	1 10 -	4 months -	- - - - -
15	Joseph Shepherd - -	10 Mar. 1854	ditto -	630	- -	- -	1 9 9	4 months -	-- Reduced to 20 s., 19 August 1854.
16	Lady Valiant - - -	10 Mar. 1854	ditto -	725	- -	- -	1 12 3	4 months -	- - - - -
17	Mangerton - - -	24 Mar. 1854	ditto -	1,099	- -	- -	1 10 -	6 months -	- - - - -
18	St. Vincent - - -	4 April 1854	ditto -	630	- -	- -	1 5 6	4 months -	-- Reduced to 20 s., 19 August 1854.

for WAR in the EAST, between the 1st day of October 1853 and the 1st day of March 1855, inclusive.

were written with Red Ink in the Original.

Extra Expenses, if any, super Contract.	NAME OF OWNER.	ON WHAT SERVICE ENGAGED.	If Ship (Steam or Sailing Vessel) is Purchased, the Amount of Purchase- money.
£. s. d.			£. s. d.
278 15 8	D. Dunbar - - - - -	-- Conveyed artillery and horses to Constantinople and Varna; afterwards employed on various services in the Black Sea, until wrecked off the Katcha, 14 November 1854.	—
263 5 5	J. Prouse - - - - -	-- Conveyed artillery, gun-carriages, and horses to Constantinople and Varna; afterwards employed on various services in the Black Sea, until wrecked off the Katcha, 14 November 1854.	—
281 16 3	J. R. Watkins - - - - -	-- Conveyed artillery, gun-carriages, and horses to Constantinople and Varna; afterwards employed on various services in the Black Sea, until wrecked off Eupatoria, 14 November 1854.	—
285 19 -	E. Grahame - - - - -	-- Conveyed artillery, gun-carriages, and horses to Constantinople and Varna; afterwards employed on various services in the Black Sea.	—
277 19 -	R. & H. Greene - - - - -	-- Conveyed artillery, gun-carriages, and horses to Constantinople; afterwards employed as an artillery store-ship in the Black Sea, until wrecked off Balaklava, 14 November 1854.	—
256 18 3	P. Tindall - - - - -	-- Conveyed artillery, gun-carriages, and horses to Constantinople; afterwards employed as an artillery store-ship in the Black Sea.	—
310 3 11	Messrs. Toulmin & Co. - - -	-- Conveyed artillery, gun-carriages, and horses to Constantinople and Varna; afterwards employed on various services in the Black Sea.	—
447 11 1	J. Gladstone - - - - -	-- Conveyed artillery, gun-carriages, and horses to Constantinople and Varna; afterwards employed on various services in the Black Sea, until 8 August, when she returned to England, arriving 15 September. Sailed again on 18 November, with stores and provisions for the East, where she has since been employed.	—
279 8 3	Sir G. E. Hodgkinson - - -	-- Conveyed artillery, gun-carriages, and horses to Constantinople and Varna; afterwards employed on various services in the Black Sea, until September 1854; since employed as a medical store-ship in attendance on the troops.	—
437 3 2	Edward Grahame - - - - -	-- Conveyed artillery, gun-carriages, and horses to Constantinople and Varna; afterwards employed on various services in the Black Sea.	—
356 19 3	Messrs. Currie & Newton - -	-- Conveyed artillery and horses to Constantinople and Varna. Sailed for England on 10 July, with return stores. Sailed for the Crimea 12 October, and since her arrival there, employed in conveying troops to and from various ports between Balaklava and Constantinople.	—
405 16 2	Messrs. Somes (Brothers) - -	-- Conveyed artillery and horses to Constantinople and Varna, and returned to England and was discharged, 25 October 1854.	—
599 3 -	D. Dunbar - - - - -	-- Conveyed artillery, gun-carriages, and horses to Constantinople and Varna; then employed on various services in the Black Sea until 8 July, when she returned to England, arriving 13 September. Sailed again for the Crimea, and arrived at Balaklava 21 January 1855; since employed in conveying Turkish troops to and from Varna and Eupatoria.	—
437 5 11	Lewis Potter - - - - -	-- Conveyed artillery, gun-carriages, and horses to Constantinople and Varna; afterwards employed conveying troops, stores, &c., in the Black Sea. On her return to England was wrecked in the Bosphorus, 11 January 1855.	—
506 14 6	Joseph Shepherd - - - - -	-- Conveyed artillery and horses to Constantinople and Varna; variously employed in the Black Sea until 8 July, when she sailed for Deptford, arriving there 9 September, and sailed on the 26th for Gibraltar; whence she conveyed horses and ordnance to the Crimea. Afterwards employed on various services between Constantinople and Black Sea.	—
426 16 11	Messrs. Blythe & Greene - -	-- Conveyed artillery, horses, waggons, and ammunition to Constantinople and Varna; afterwards employed as a commissariat store-ship in attendance on the army.	—
356 9 3	J. Michael - - - - -	-- Conveyed artillery and horses to Constantinople and Varna, and sailed on 8 July for England, with invalids; arrived in the Downs, 12 September. Discharged 26 December 1854.	—
363 7 9	M. J. Popplewell - - - - -	-- Conveyed artillery and horses to Constantinople and Varna; afterwards variously employed in the Black Sea until 10 July, when she sailed for England, and arrived 13 September. Sailed from Deptford for Malta with naval stores 10 October, and thence to Alicante, for mules for the Crimea.	—

—	NAME OF SHIP.	Date of Contract.	Sailing or Steam.	Gross Tonnage.	If Steam, available Tonnage for Cargo (Register).	Horse- Power.	Terms and Duration of Contract.		Variations from Original Contract.
							Rate per Ton per Month.	Period for which Engaged.	
							£. s. d.		
19	Caduceus - - -	27 Mar. 1854	Sailing -	1,106	- - -	- - -	1 12 6	4 months -	- - - - -
20	Ganges - - -	23 Mar. 1854	ditto -	770	- - -	- - -	1 10 -	4 months -	- - Reduced to 20s. per ton, 23 July 1854.
21	Pride of the Ocean -	20 Mar. 1854	ditto -	1,279	- - -	- - -	1 12 6	4 months -	- - Reduced to 20s. per ton, 20 October 1854.
22	Edmondsbury - -	24 Mar. 1854	ditto -	523	- - -	- - -	1 9 6	4 months -	- - Reduced to 20s. per ton, 19 August 1854.
23	Dunbar - - -	8 Mar. 1854	ditto -	1,321	- - -	- - -	1 5 -	4 months -	- - Reduced to 19s. per ton, 1 January 1855.
24	Bombay - - -	9 Mar. 1854	ditto -	1,660	- - -	- - -	1 2 6	4 months -	- - Reduced to 20s. per ton, 9 October 1854.
25	Cornwall - - -	16 Mar. 1854	ditto -	1,030	- - -	- - -	1 4 11	4 months -	- - Reduced to 20s. per ton, 16 Sept. 1854.
26	Gometza - - -	16 Mar. 1854	ditto -	521	- - -	- - -	1 12 6	4 months -	- - Reduced to 20s. per ton, 19 August 1854.
27	Bride - - -	15 Mar. 1854	ditto -	565	- - -	- - -	1 5 9	4 months -	- - - - -
28	Arthur the Great -	24 April 1854	ditto -	1,389	- - -	- - -	1 12 9	4 months -	- - Reduced to 20s. per ton, 24 October 1854.
29	Kangaroo - - -	26 Mar. 1854	Steam -	1,650	- - -	300	3,000l. per month for 6 months. Increased to 50s. per ton per month from 23d October 1854.		- - - - -
30	Blundell - - -	18 Mar. 1854	Sailing -	573	- - -	- - -	1 - -	4 months -	- - Reduced to 20s. per ton, 19 August 1854.
31	Eveline - - -	1 April 1854	ditto -	904	- - -	- - -	1 9 8	4 months -	- - Reduced to 20s. per ton, 1 October 1854.
32	Sultana - - -	27 Mar. 1854	ditto -	775	- - -	- - -	1 12 5	4 months -	- - Reduced to 20s. per ton, 1 January 1855.
33	Blake - - -	1 April 1854	ditto -	731	- - -	- - -	1 10 -	4 months -	- - Reduced to 20s. per ton, 19 August 1854.
34	London - - -	7 April 1854	ditto -	725	- - -	- - -	1 12 8	4 months -	- - Reduced to 20s. per ton, 19 August 1854.
35	Culloden - - -	3 April 1854	ditto -	726	- - -	- - -	1 12 -	4 months -	- - Reduced to 20s. per ton, 3 August 1854.
36	Lady M'Naughten -	3 April 1854	ditto -	653	- - -	- - -	1 11 9 1 18 -	4 months - - - If discharged abroad.	- - Reduced to 20s. per ton, 3 September 1854.
37	Rodsley - - -	6 April 1854	ditto -	733	- - -	- - -	1 11 6	4 months -	- - Reduced to 20s. per ton, 5 October 1854.

Extra Expenses, if any, super Contract.	NAME OF OWNER.	ON WHAT SERVICE ENGAGED.	If Ship (Steam or Sailing Vessel) is Purchased, the Amount of Purchase-money.
£. s. d.			£. s. d.
335 11 3	Messrs. Fletcher (Brothers) - - -	- - Conveyed artillery and horses to Constantinople and Varna; afterwards employed on various services in the Black Sea until the 21st November, when she was towed into Constantinople dismasted, and retained there as a coal depôt.	—
399 16 5	David Thom - - -	- - Conveyed a portion of the 17th Lancers, with 70 horses, to Constantinople and Varna; afterwards employed conveying troops, horses, &c., in the Black Sea, until wrecked off the Katcha 14 November 1854.	—
447 6 6	Joseph Shepherd - - -	- - Conveyed a portion of the 17th Lancers, with 83 horses, to Constantinople and Varna; afterwards employed conveying cavalry, cattle, &c., until the 14th November, when she was dismasted at Balaklava, and employed as receiving-ship and hospital for marines.	—
321 13 4	John Allen - - -	- - Conveyed a portion of the 17th Lancers, with 40 horses, to Constantinople and Varna; afterwards employed conveying cavalry and bāt horses in the Black Sea; sailed for England (touching at Malta for "return stores" on the 27 June), arriving 14 September; sailed again 19 October, with navy provisions, and arrived at Constantinople 10 December, where she remained as a naval store-ship.	—
239 15 3	D. Dunbar - - -	- - Conveyed a portion of the 17th Regiment to Gibraltar and Scutari; afterwards employed conveying troops, stores, &c., in the Black Sea, and invalids to Corfu, where she arrived 21 January 1855, and embarked invalids, women, children, and stores, for England in the following month.	—
297 7 9	D. Dunbar - - -	- - Conveyed a portion of the 14th Regiment to Malta, and naval provisions and stores from Malta to Constantinople; afterwards employed in the Black Sea and Bosphorus as a naval depôt for provisions and stores, and a military hospital-ship.	—
174 11 10	J. H. Luscombe - - -	- - Conveyed a portion of the 17th Regiment to Gibraltar, and naval provisions and implements to Malta and Constantinople; afterwards employed on various services in the Black Sea, and conveying sick troops to Constantinople.	—
148 7 5	Messrs. Fry & Davison - - -	- - Conveyed 89th Regiment to Malta, and navy provisions to Constantinople; conveyed 34th Regiment from Portsmouth to Balaklava, and invalids from Balaklava to Constantinople; since employed on various services in the Black Sea.	—
- - -	John Temperley - - -	- - Conveyed commissariat stores to Constantinople, and since employed as a commissariat store-ship at the Crimea.	—
611 13 10	Messrs. Somes (Brothers) - - -	- - Conveyed army and navy provisions to Constantinople; afterwards employed conveying troops and stores from Constantinople to various ports in the Crimea until 23 December, when she was ordered to England, and arrived 28 February.	—
230 - 3	Australian Pacific Steam Company -	- - Conveyed 77th Regiment to Malta and Constantinople, with various detachments and sick from the Crimea to Scutari and Constantinople; sailed afterwards to Toulon, and conveyed French troops to Balaklava, sick to Constantinople; sailed for England with invalids, and arrived 30 January 1855.	—
351 7 4	R. S. Hunter - - -	- - Conveyed 17th Lancers (part of) to Malta and Varna; returned to England, and sailed with provisions and horses to Balaklava, thence with sick to Constantinople, and since employed in conveying sick troops to and from Varna and Eupatoria.	—
372 3 -	W. Hammond - - -	- - Sailed with part of 17th Lancers to Varna, and with artillery and baggage to various ports in the Crimea; returned to Constantinople, and since the 19 January, employed in the conveyance of Turkish troops from Varna to Eupatoria.	—
479 13 4	Sir G. E. Hodgkinson - - -	- - Sailed with artillery to Constantinople and Varna, and with artillery and stores to the Crimea; returned to Constantinople to repair, 28 October; sailed for England, and arrived at Deptford 28 February 1855.	—
466 14 10	Edward Oliver - - -	- - Conveyed artillery to Varna and Englishman's Bay; returned to England with casks; sailed again with provisions for Constantinople 11 November, and arrived in the Dardanelles 20 January 1855.	—
466 2 5	Thomas Tighe - - -	- - Conveyed artillery to Varna, and ambulance corps to Englishman's Bay; returned to Constantinople; employed on various services until ordered to England 5 January 1855.	—
431 14 2	Henry Ferguson - - -	- - Conveyed 13th Dragoons to Constantinople and Englishman's Bay, and camp equipage to Eupatoria, where she was wrecked 3 December 1854.	—
432 10 10	D. Dunbar - - -	- - Sailed with artillery and horses to Balaklava, thence with sick troops to Constantinople, and returned to Balaklava with hay; afterwards employed conveying Turkish artillery from Varna to Eupatoria.	—
325 3 1	Edward Graham - - -	- - Sailed with artillery to Constantinople to Eupatoria. Wrecked off the Katcha, 14 November 1854.	—

(continued)

—	NAME OF SHIP.	Date of Contract.	Sailing or Steam.	Gross Tonnage.	If Steam, available Tonnage for Cargo (Register).	Horse- Power.	Terms and Duration of Contract.		Variations from Original Contract.
							Rate per Ton per Month.	Period for which Engaged.	
							£. s. d.		
38	Rubicon - - -	5 April 1854	Sailing -	626	- - -	- - -	1 6 -	4 months -	- - - -
39	Harkaway - - -	4 April 1854	ditto -	898	- - -	- - -	1 12 9	4 months -	-- Reduced to 20 s. per ton, 4 October 1854.
40	Kenilworth - - -	15 April 1854	ditto -	623	- - -	- - -	1 10 - 1 16 -	4 months - -- If discharged in the Mediter- ranean.	-- Reduced to 20 s. per ton, 15 August 1854.
41	Philip Laing - - -	10 April 1854	ditto -	547	- - -	- - -	1 11 3	4 months -	- - - -
42	Mary Ann - - -	12 April 1854	ditto -	723	- - -	- - -	1 13 9	4 months -	- - - -
43	Calliope - - -	18 April 1854	ditto -	769	- - -	- - -	1 12 6	4 months -	- - - -
44	Echunga - - -	13 Mar. 1854	ditto -	1,007	- - -	- - -	1 8 9	4 months -	- - - -
45	Medora - - -	13 Mar. 1854	ditto -	642	- - -	- - -	1 5 9	4 months -	-- Reduced to 20 s. per ton, 19 August 1854.
46	Mary Ann - - -	13 Mar. 1854	ditto -	957	- - -	- - -	1 11 9	4 months -	-- Reduced to 20 s. per ton, 19 August 1854.
47	Wilson Kennedy - -	20 Mar. 1854	ditto -	1,130	- - -	- - -	1 8 9	4 months -	-- Reduced to 20 s. per ton, 19 August 1854.
48	Shooting Star - -	20 Mar. 1854	ditto -	1,362	- - -	- - -	1 12 9	4 months -	- - - -
49	Star of the South -	13 Mar. 1854	ditto -	1,252	- - -	- - -	1 5 9	4 months -	- - - -
50	Courier - - -	13 Mar. 1854	ditto -	1,090	- - -	- - -	1 9 9	4 months -	- - - -
51	Timandra - - -	13 Mar. 1854	ditto -	1,119	- - -	- - -	1 11 9	4 months -	- - - -
52	Paramatta - - -	16 Mar. 1854	ditto -	661	- - -	- - -	1 12 6	4 months -	-- Reduced to 20 s. per ton, 19 August 1854.
53	Asia - - -	3 April 1854	ditto -	721	- - -	- - -	1 12 6	4 months -	- - - -
54	Gertrude - - -	3 April 1854	ditto -	1,361	- - -	- - -	1 6 - 1 15 -	4 months - -- If discharged in the Mediter- ranean.	-- Reduced to 20 s. per ton, 19 August 1854.
55	Glendalough - - -	28 Mar. 1854	ditto -	1,058	- - -	- - -	1 12 6	4 months -	- - - -
56	War Cloud - - -	3 April 1854	ditto -	1,250	- - -	- - -	1 8 -	4 months -	- - - -
57	Tyrone - - -	1 April 1854	ditto -	1,197	- - -	- - -	1 9 - 1 11 6	4 months - -- If discharged in the Mediter- ranean.	- - - -
58	Pedestrian - - -	13 April 1854	ditto -	1,045	- - -	- - -	1 12 5	4 months -	-- Reduced to 20 s. per ton, 19 August 1854.
59	Negotiator - - -	18 April 1854	ditto -	587	- - -	- - -	1 9 - 1 14 -	4 months - -- If discharged in the Mediter- ranean.	-- Reduced to 20 s. per ton, 18 August 1854.
60	Monarchy - - -	20 April 1854	ditto -	776	- - -	- - -	1 11 6 1 18 6	4 months - -- If discharged in the Mediter- ranean.	-- Reduced to 20 s. per ton, 4 November 1854.

Extra Expenses, if any, super Contract.		NAME OF OWNER.	ON WHAT SERVICE ENGAGED.	If Ship (Steam or Sailing Vessel) is Purchased, the Amount of Purchase-money.
£.	s. d.			£. s. d.
519	4 11	George Thompson - - -	-- Sailed with artillery to Varna, and to Englishman's Bay; returned to Malta and England, 16 September; discharged 3 October 1855.	—
484	10 8	Messrs. Somes (Brothers) - -	-- Sailed with artillery to Constantinople and Varna; afterwards employed conveying artillery to Eupatoria, and on various services in the Black Sea.	—
324	9 2	Messrs. Thomas Blair & Co. - -	-- Conveying artillery to Eupatoria, and employed on various services in the Black Sea, until wrecked at Eupatoria, 14 November 1854.	—
489	14 1	Francis Ridley - - -	-- Conveyed artillery to Varna and Buyukdere, and returned to England with casks; discharged 27 September 1854.	—
609	10 -	L. W. Green - - -	-- Conveyed part of 13th Dragoons and 54 horses to Varna, and artillery to Eupatoria, thence to Constantinople and Malta. Being repaired, 28 February 1854.	—
329	9 9	Henry Pope - - -	-- Conveyed part of 13th Dragoons and 54 horses to Varna, and artillery to Eupatoria; afterwards employed on various services in the Black Sea.	—
607	4 -	James Alexander - - -	-- Conveyed 8th Hussars and 49 horses to Varna; gabions and fascines to Sevastopol, and afterwards engaged on various services in the Black Sea.	—
550	17 -	Henry Ellis - - -	-- Conveyed part of 8th Hussars and 49 horses to Varna; returned to Malta, and sailed again to Varna with Sappers and Miners; afterwards employed as a magazine ship.	—
331	18 9	E. Oliver - - -	-- Conveyed part of 8th Hussars to Varna, and artillery to Eupatoria, and employed on various services in the Black Sea, until the 5th January, when she was ordered to England.	—
823	8 -	E. Oliver - - -	-- Conveyed part of 8th Hussars to Varna, and artillery to Eupatoria, and employed on various services in the Black Sea, until the 5th January, when she was ordered to England.	—
696	18 -	William Currie - - -	-- Conveyed part of 8th Hussars and 62 horses to Varna, and Turkish troops to Eupatoria; afterwards employed conveying Turkish troops from Varna to Eupatoria.	—
664	14 -	James Alexander - - -	-- Conveyed part of 39th Regiment, provisions, &c., to Malta, and siege train to the Crimea; afterwards engaged as a magazine ship.	—
586	10 -	Daniel Rowan - - -	-- Conveyed part of 39th Regiment to Malta, and siege train to Varna; sailed to Constantinople with sick troops, and afterwards employed on various services in the Black Sea.	—
634	16 -	Edward Oliver - - -	-- Conveyed 89th Regiment and provisions to Malta and the East, and sick troops from the Crimea to Constantinople; afterwards employed on various services in the Black Sea.	—
35	6 3	M. J. Wilson - - -	-- Conveyed part of 11th Hussars to Varna; returned to England, and sailed again to Balaklava with clothing, where she was retained as a medical store-ship.	—
580	15 -	Imrie & Tomlinson - - -	-- Conveyed part of 11th Hussars and 46 horses to Varna, and artillery to Eupatoria. Wrecked off Eupatoria, 14 November 1854.	—
594	14 -	W. R. Colburn - - -	-- Conveyed part of 1st Dragoons and 50 horses to Scutari, and siege trains to Balaklava; returned to Bosphorus with sick. Fitted as a magazine ship.	—
589	15 -	S. R. Graves - - -	-- Conveyed part of 11th Hussars to Constantinople, and artillery to Varna and Crimea; wrecked at Eupatoria, 14 November 1854.	—
638	5 -	G. Poxley - - -	-- Conveyed part of 11th Hussars and 56 horses to Varna; and employed on various services in the Black Sea, until the 22 December, when she was ordered to England.	—
638	5 -	Charles Walton - - -	-- Conveyed part of 11th Hussars and 52 horses to Varna; employed on various services in the Black Sea; wrecked off the Katcha, 14 November 1854.	—
593	8 -	Messrs. Fermie (Brothers) & Co. -	-- Conveyed part of 1st Dragoons and 52 horses to Scutari, and artillery to Eupatoria; afterwards employed on various services in the Black Sea.	—
315	16 -	Martin Lonie - - -	-- Conveyed part of 13th Dragoons to Constantinople, and gabions, &c. to the Crimea; afterwards employed on various services in the Black Sea.	—
323	18 4	J. & J. Harrison - - -	-- Conveyed part of 13th Dragoons and 77th Regiment to Varna, and commissariat stores to various parts of the Crimea; afterwards employed on various services in the Black Sea, and the conveyance of Turkish troops.	—

(continued)

—	NAME OF SHIP.	Date of Contract.	Sailing or Steam.	Gross Tonnage.	If Steam, available Tonnage for Cargo (Register).	Horse- Power.	Terms and Duration of Contract.		Variations from Original Contract.
							Rate per Ton per Month.	Period for which Engaged.	
61	Harbinger - - -	18 April 1854	Sailing -	750	- -	- -	£. s. d. 1 8 - 1 13 -	4 months - - If discharged in the Mediter- ranean.	- - Reduced to 20 s. per ton 18 Aug. 1854.
62	Northumberland - -	18 April 1854	ditto -	811	- -	- -	1 9 6	4 months -	- - - -
63	Wild Wave - - -	18 Mar. 1854	ditto -	566	- -	- -	1 9 9	4 months -	- - - -
65	Tonning - - -	22 Feb. 1854	Steam -	986	- -	300	1,800 l. per month for 4 months	- -	- - - -
66	City of London - -	2 Mar. 1854	ditto -	1,116	- -	450	600 l. per week for 4 months	- -	- - - -
67	Emperor - - -	14 Mar. 1854	ditto -	1,320	- -	420	650 l. per week for 4 months	- -	- - - -
68	Sovereign - - -	8 April 1854	ditto -	602	- -	114	1,480 l. per month for 4 months	- -	- - Reduced to 40s. per ton per month, 8 August 1854.
69	Albatross - - -	30 Mar. 1854	ditto -	848	- -	120	2 10 -	6 months -	- - Reduced to 45 s. per ton, 30 Sep. 1854
70	Coronella - - -	24 April 1854	Sailing -	861	- -	- -	1 12 6 2 3 5	4 months - - If discharged in the Mediter- ranean.	- - - -
71	Panola - - -	22 April 1854	ditto -	965	- -	- -	1 12 6 1 18 -	4 months - - If discharged in the Mediter- ranean.	- - Reduced to 20 s. per ton, 22 Aug. 1854.
72	Victoria - - -	12 Mar. 1854	Steam -	1,877	- -	450	2 10 -	4 months -	- - Reduced to 40 s. per ton, 28 July 1854.
73	Melbourne - - -	20 Mar. 1854	ditto -	1,450	- -	260	2 10 -	6 months -	- - Reduced to 40 s. per ton, 20 Sep. 1854.
74	Emeu - - -	13 Mar. 1854	ditto -	1,650	- -	300	3,000 l. per month for 6 months	- -	- - - -
75	Golden Fleece - -	27 Mar. 1854	ditto -	2,500	- -	300	2 10 -	4 months -	- - Reduced to 40 s., 27 July 1854. Increased to 45 s. per ton per month for January, February and March 1855.
76	Sydney - - -	27 April 1854	ditto -	1,250	- -	300	2 15 -	5 months -	- - Reduced to 40 s. per ton, 27 Sep. 1854. Increased to 50 s. per ton per month for the months of January, February and March 1855.
77	Holyrood - - -	{ 17 April 1854 17 Aug. 1854 }	ditto {	{ 534 532 }	358	100	2 10 -	4 months -	- - - -
78	Orient - - -	21 Jan. 1854	Sailing -	1,032	- -	- -	1 5 -	6 months	- - Reduced to 20 s. per ton, 21 July 1854.
79	Sir George Pollock -	16 Jan. 1854	ditto -	630	- -	- -	1 5 -	6 months -	- - Reduced to 20 s. per ton, 16 Feb. 1855.
80	Canterbury - - -	12 Jan. 1854	ditto -	789	- -	- -	1 5 -	6 months -	- - Reduced to 19 s. per ton, 1 Jan. 1855.
81	Georgiana - - -	26 Jan. 1854	ditto -	798	- -	- -	1 8 10	6 months -	- - - -
82	Rip Van Winkle -	24 April 1854	ditto -	1,207	- -	- -	1 13 - 1 19 -	4 months - - If discharged in the Mediter- ranean.	- - Reduced to 20 s. per ton, 23 Aug. 1854.
83	Arabia - - -	24 April 1854	ditto -	1,022	- -	- -	1 11 6 1 14 -	4 months - - If discharged in the Mediter- ranean.	- - Reduced to 20 s. per ton, 24 Aug. 1854.

Extra Expenses, if any, super Contract.	NAME OF OWNER.	ON WHAT SERVICE ENGAGED.	If Ship (Steam or Sailing Vessel) is Purchased, the Amount of Purchase-money.
£ s. d.			£. s. d.
333 11 3	W. R. Chapman - - - -	- - Conveyed part of 13th Dragoons and siege train to Constantinople and Eupatoria, where she was wrecked, 14 November 1854.	—
528 15 7	Richard Green - - - -	- - Conveyed artillery to Constantinople and Buyukdere, and sailed again for England. Discharged 25 September 1854.	—
- - -	James Laidlaw Cross - - - -	- - Conveyed army provisions to Scutari, and engaged as a commissariat store-ship, until wrecked at Balaklava, 14 November 1854.	—
275 2 3	North of Europe Steam Navigation Company.	- - Conveyed part of 6th Dragoons to Constantinople; returned to England with depôts of 30th and 44th Regiments, and sailed again with detachments of the 13th and 17th Regiments for Scutari; afterwards engaged as a commissariat store-ship.	—
516 9 5	Aberdeen Steam Navigation Company.	- - Conveyed various detachments of cavalry to Varna, and provisions and French troops from Constantinople to Crimea; engaged on various services in the Black Sea until the 9 February, when she conveyed invalids to Malta.	—
473 6 1	Messrs. Gee & Co. - - - -	- - Conveyed 47 horses to Constantinople; returned to Malta, and sailed again for the Crimea with troops and horses; afterwards engaged on various services in the Black sea.	—
- - -	Messrs. Frith, Sands & Co. - - - -	- - Conveyed army provisions to Varna, commissariat stores and Turkish troops to the Crimea, and afterwards engaged as a commissariat store-ship until 3 January, when she sailed for England.	—
- - -	Cork Steam Ship Company - - - -	- - Conveyed provisions to Constantinople, and engaged as a commissariat store-ship in the Black Sea.	—
572 14 -	B. French - - - -	- - Conveyed part of 1st Dragoons to Buyukdere; afterwards engaged as a depôt ship in the Black Sea.	—
616 8 -	Edward Oliver - - - -	- - Conveyed part of 11th Hussars to Constantinople, and artillery to Eupatoria. Returned to England 4 January 1855.	—
964 4 10	Australian Royal Mail Steam Navigation Company.	- - Conveyed 584 tons provisions and part of 19th Regiment to Constantinople; proceeded to Malta, and returned to Constantinople with stores; afterwards employed on various services in the Black Sea.	—
199 12 7	J. S. Russell - - - -	- - Conveyed part of 38th and 77th Regiments to Constantinople and Varna; afterwards engaged in various services in the Black Sea, until the 14 November, when she was dismantled, and employed as a hospital ship.	—
- - -	Australian and Pacific Mail Steam Packet Company.	- - Conveyed 33d Regiment to Constantinople and Varna; invalids from Constantinople to Malta; afterwards employed on various services in the Black Sea, and conveying French Troops from Marseilles to Constantinople.	—
462 18 11	General Screw Steam Shipping Company.	- - Conveyed the 4th Regiment to Constantinople and Varna; variously employed in the Black Sea to the 28 June, when she returned to England (with empty casks from Gibraltar); sailed again 10 August with detachments of various regiments for Constantinople and Varna; afterwards employed on various services in the Black Sea.	—
616 1 5	Australian Royal Mail Steam Packet Company.	- - Conveyed artillery, horses, and heavy ordnance to Constantinople; afterwards employed on various services in the Black Sea until the 25 Jan. when she was set aside as a hospital ship.	—
- - -	London and Limerick Steam Packet Company.	- - Conveying provisions, ordnance stores, clothing, shakoes, &c. &c., to and from Baltic, Sheerness, Ledsund, Deptford, Woolwich, Constantinople, and Balaklava, &c.	—
169 - 9	James Thomson & Co. - - - -	- - Conveyed various detachments to Gallipoli; sick troops from Crimea to Constantinople, and afterwards engaged as a receiving-ship at Balaklava.	—
105 4 1	J. H. Luscombe - - - -	- - Conveyed part of 62d Regiment to Gallipoli, and bāt horses to Varna; afterwards engaged as a commissariat store-ship in Black Sea.	—
114 3 4	D. Dunbar - - - -	- - Conveyed part of 9th Regiment to Malta; mules, &c., to Constantinople, and engaged as a naval depôt in the Black Sea.	—
116 11 10	J. Temperley - - - -	- - Conveyed part of 9th Regiment, cattle, and bāt horses to Eupatoria, and other parts of Crimea, and Black Sea. Wrecked off Eupatoria, 14 November 1854.	—
701 10 -	Edward Oliver - - - -	- - Conveyed part of 1st Dragoons to Constantinople; afterwards engaged in conveying cavalry and cattle from Varna to Balaklava, where she was wrecked 14 November 1854.	—
673 18 -	Henry Moore & Co. - - - -	- - Conveyed part of 1st Dragoons, and 62 horses to Varna; afterwards employed on various services in the Black Sea.	—

	NAME OF SHIP.	Date of Contract.	Sailing or Steam.	Gross Tonnage.	If Steam, available Tonnage for Cargo (Register).	Horse- Power.	Terms and Duration of Contract.		Variations from Original Contract.
							Rate per Ton per Month.	Period for which Engaged.	
84	Jason - - -	28 April 1854	Steam -	2,500	1,860	300	£. s. d. 2 10 -	4 months -	-- Reduced to 40s. per ton, 28 Aug. 1854. <i>Increased to 45s. per ton per month, from 1 January to 31 March 1855.</i>
85	Burmah - - -	2 May 1854	Sailing -	718	- - -	-	1 12 -	4 months -	-- Reduced to 20s. per ton, 1 Sept. 1854.
86	Harbinger - - -	1 May 1854	Steam -	848	599	150	2 10 -	4 months -	-- Reduced to 40s. per ton, 1 Sept. 1854. <i>Increased to 45 s. from 1 January to 31 March 1855.</i>
87	Hydaspes - - -	19 May 1854	ditto -	1,800	1,310	300	2 10 -	4 months -	-- Reduced to 40s. per ton, 19 Aug. 1854. <i>Increased to 45 s. per ton, from 1 January to 31 March 1855.</i>
88	Sir Robert Sale - -	1 May 1854	Sailing -	741	- - -	-	1 8 3	4 months -	-- Reduced to 20s. per ton, 1 Sept. 1854.
89	Lord Raglan - - -	2 May 1854	ditto -	756	- - -	-	1 9 6	4 months -	-- Reduced to 20s. per ton, 2 Oct. 1854.
90	Sutlej - - -	10 May 1854	ditto -	782	- - -	-	1 13 -	4 months -	-- Reduced to 20s. per ton, 10 Sept. 1854.
91	Maori - - -	2 May 1854	ditto -	799	- - -	-	1 12 6	4 months -	- - - -
92	Europa - - -	1 May 1854	ditto -	841	- - -	-	1 8 9	4 months -	- - - -
93	William Jackson - -	28 April 1854	ditto -	986	- - -	-	1 12 6 1 18 6	4 months - -- If discharged in the Mediter- ranean.	- - - -
94	Palmyra - - -	28 April 1854	ditto -	706	- - -	-	1 12 6	4 months -	- - - -
95	Libertas - - -	9 May 1854	ditto -	602	- - -	-	1 9 9 1 14 -	4 months - -- If discharged in the Mediter- ranean.	- - - -
96	Deva - - -	1 May 1854	ditto -	1,038	- - -	-	1 12 6 1 9 10	4 months - -- If continued in the service.	-- Reduced to 20s. per ton, 1 Nov. 1854.
97	Escort - - -	6 May 1854	ditto -	763	- - -	-	1 10 -	4 months -	-- Reduced to 20s. per ton, 1 Jan. 1855.
98	Talavera - - -	6 May 1854	ditto -	916	- - -	-	1 5 -	8 months -	-- Reduced to 19s. per ton, 15 Jan. 1855.
99	Camperdown - - -	16 May 1854	ditto -	993	- - -	-	1 6 6	8 months -	- - - -
101	Conrad - - -	9 May 1854	ditto -	841	- - -	-	1 12 6 1 18 -	4 months - - If discharged in the Mediter- ranean.	-- Reduced to 20s. per ton, 9 Sept. 1854.
102	Tynemouth - - -	26 May 1854	Steam -	1,364	- - -	80	1 15 -	4 months -	- - - -
103	Cormorant - - -	29 May 1854	ditto -	742	- - -	250	2,335 l. per month for 6 months		- - - -
104	Empress Eugenie -	22 June 1854	Sailing -	653	- - -	-	1 - -	4 months -	- - - -
105	Belgravia - - -	3 July 1854	ditto -	1,395	- - -	-	1 2 6	3 months -	-- Reduced to 20s. per ton, 3 Oct. 1854.
106	Clifton - - -	6 July 1854	ditto -	867	- - -	-	- 19 6	3 months -	- - - -
107	Prince - - -	15 July 1854	Steam -	2,691	- - -	700	Not paid as a transport		- - - -
108	Herefordshire - -	8 July 1854	Sailing -	1,676	- - -	-	1 - -	3 months -	- - - -

Extra Expenses, if any, super Contract.	NAME OF OWNER.	ON WHAT SERVICE ENGAGED.	If Ship (Steam or Sailing Vessel) is purchased, the Amount of Purchase-money.
£. s. d.			£. s. d.
2,159 2 9	General Screw Steam Shipping Co.	-- Conveyed various detachments to Constantinople; returned to England, and proceeded again to Constantinople with artillery; afterwards employed on various services in the Black Sea.	—
317 18 9	George Spark - - - -	-- Conveyed part of 4th Dragoons to Constantinople, and employed on various services in the Black Sea until 22 December, when she was ordered to England.	—
133 16 2	J. L. O'Beirne - - - -	-- Conveyed artillery to Scutari, and returned to England with invalids, and proceeded with artillery to Eupatoria, whence she again returned with invalids to England, arriving at Southampton 5 February 1855.	—
249 19 9	J. L. O'Beirne - - - -	-- Conveyed 42d Regiment to Constantinople, and sailed thence with 49th Regiment to the Alma, then engaged in various services in the Black Sea; sailed for Marseilles, and embarked French troops for the East, 22 January.	—
353 16 4	Walter Bovill - - - -	-- Conveyed part of 4th Dragoons to Constantinople, and artillery to Eupatoria; dismantled 14 November 1854, and since engaged as a naval dépôt.	—
556 15 5	D. Dunbar - - - -	-- Conveyed part of 6th Dragoons to Constantinople, and engaged in various services in the Black Sea, until driven ashore on 14 November 1854.	—
463 11 11	William Clark - - - -	-- Conveyed part of 6th Dragoons to Constantinople, and artillery and stores to and from various ports in the Black Sea till 12 January, when she sailed from Constantinople, arriving in England 28 February 1855.	—
350 17 10	Charles Tebbett - - - -	-- Conveyed part of 4th Dragoons to Constantinople, and artillery and stores to and from various ports in the Black Sea till 12 January, when she sailed from Constantinople, arriving in England 1 March 1855.	—
496 17 9	Messrs. Somes (Brothers) - -	Conveyed part of 6th Dragoons to Malta; burnt at sea, 30 May 1854.	—
616 8 -	Edward Oliver - - - -	-- Conveyed part of 4th Dragoons to Constantinople, and artillery and stores to Eupatoria, and other parts of Crimea; afterwards employed on various services in the Black Sea.	—
550 17 -	Messrs. Fermie (Brothers) - -	-- Conveyed part of 4th Dragoons to Constantinople; proceeded to Varna, and returned to England with stores; arrived at Devonport 4, and discharged 23 October 1854.	—
307 8 4	James Y. Gourlay - - - -	-- Conveyed provisions to Malta and Constantinople, and returned to England with invalids and condemned stores.	—
668 3 -	Thomas Clarke - - - -	-- Conveyed part of 4th Dragoons to Constantinople; subsequently conveyed artillery to Eupatoria, and stores to Scutari, &c.; arrived at Devonport from Constantinople 28 February 1855.	—
357 7 -	James Temperley - - - -	-- Conveyed part of 6th Dragoons to Constantinople; afterwards engaged on various services in the Black Sea, until January 1855, when she sailed for England.	—
457 16 6	D. Dunbar - - - -	-- Conveyed part of 6th Dragoons and 57 horses to Constantinople; proceeded with artillery to Eupatoria, and returned with wounded to Constantinople; sailed for England with invalids, and arrived at Devonport 6 February 1855.	—
644 2 9	D. Dunbar - - - -	-- Conveyed part of 12th Regiment to Melbourne; proceeded to Colombo, and on the 19th January embarked 15th Regiment for Portsmouth.	—
572 14 -	Edward Oliver - - - -	-- Conveyed part of 1st Dragoons to Constantinople; returned to England, and sailed with provisions for Varna; put back to Devonport damaged 29 October; discharged 29 November 1854.	—
188 10 6	J. Gladstone - - - -	-- Conveyed ambulance corps to Varna; 44th Regiment and Turkish troops to Eupatoria; afterwards employed on various services in the Black Sea.	—
270 5 5	Cork Steam Ship Company - -	-- Conveyed artillery to Varna; and afterwards engaged as a commissariat store-ship in the Black Sea.	—
169 1 -	John Bonus - - - -	-- Conveyed the 12th Regiment to Melbourne; proceeded to Ceylon, and returned with the 15th Regiment to England.	—
184 17 8	Messrs. Somes (Brothers) - -	-- Conveyed French troops from Calais to Bomarsund; returned to Cherbourg, and proceeded to Constantinople with provisions, &c.; afterwards employed on various services in the Black Sea.	—
140 6 9	Messrs. Somes (Brothers) - -	-- Conveyed French troops from Calais to Bomarsund; returned to Ledsund, sailed for England, and proceeded to Gibraltar, Malta, and Constantinople; afterwards employed as ordnance store-ship in Black Sea.	—
17 19 6	General Screw Steam Shipping Co.	-- Conveyed French troops from Calais to Bomarsund; returned to England, and sailed for Balaklava with the 46th Regiment, ordnance and medical stores, clothing, &c.; wrecked off Balaklava 14 November 1854.	—
318 14 8	C. A. Ferguson - - - -	-- Conveyed French troops from Calais to Bomarsund; returned to Cherbourg and England, and sailed for Malta and Constantinople with stores, &c.; arrived at Constantinople 9 February 1855.	—

—	NAME OF SHIP.	Date of Contract.	Sailing or Steam.	Gross Tonnage.	If Steam, available Tonnage for Cargo (Register).	Horse- Power.	Terms and Duration of Contract.		Variations from Original Contract.
							Rate per Ton per Month.	Period for which Engaged.	
							£. s. d.		
109	Edwin Fox - -	6 July 1854	Sailing -	891	- -	- -	1 - -	3 months -	- - - -
110	Columba - - -	10 July 1854	ditto -	735	- -	- -	1 - -	3 months -	- - - -
111	Julia - - - -	11 July 1854	ditto -	1,070	- -	- -	1 - -	3 months -	- - - -
112	Nimrod - - -	11 July 1854	ditto -	893	- -	- -	1 - -	3 months -	- - - -
113	Sea Nymph - -	19 July 1854	Steam -	704	400	330	2 7 6	3 months -	- - - -
114	True Briton - -	26 July 1854	Sailing -	820	- -	- -	- 19 6	3 months -	- - - -
115	Eliza - - - -	28 July 1854	ditto -	942	- -	- -	- 19 6	3 months -	- - - -
116	Lord Dalhousie - -	25 July 1854	ditto -	912	- -	- -	- 19 6	3 months -	- - - -
117	Walmer Castle - -	25 July 1854	ditto -	783	- -	- -	- 19 6	3 months -	- - - -
118	Chapman - - -	9 Aug. 1854	ditto -	750	- -	- -	- 19 6	3 months -	- - - -
	Mauritius - - -	17 Aug. 1854	Steam -	1,800	- -	300	2 - - <i>Increased to 45 s. per ton per month, from 1 January to 31 March 1855.</i>	3 months -	- - - -
119	Hempseyke - - -	26 July 1854	Sailing -	663	- -	- -	- 19 6	3 months -	- - - -
120	Australian - - -	24 July 1854	Steam -	1,392	- -	300	2 - - <i>Increased to 45 s. per ton for 3 months, from 1 January 1855.</i>	3 months -	- - - -
121	Cottingham - - -	27 July 1854	ditto -	775	548	140	2 5 -	3 months -	- - - -
122	Minden - - - -	28 July 1854	Sailing -	917	- -	- -	- 19 6	3 months -	- - - -
123	Robert Small - -	2 Aug. 1854	ditto -	794	- -	- -	- 19 6	3 months -	- - - -
124	Baraguay D'Hilliers - -	15 Aug. 1854	ditto -	962	- -	- -	- 19 6	3 months -	- - - -
125	Calphurnia - - -	21 Aug. 1854	ditto -	722	- -	- -	- 19 6	3 months -	- - - -
127	Bucephalus - - -	6 Sept. 1854	ditto -	985	- -	- -	1 - -	3 months -	- - - -
128	Wynnstay - - -	7 Sept. 1854	ditto -	527	- -	- -	1 - -	3 months -	- - - -
129	Poictiers - - -	22 Nov. 1854	ditto -	756	- -	- -	- 19 6	3 months -	- - - -
130	Rockcliffe - - -	5 Sept. 1854	ditto -	779	- -	- -	1 - -	3 months -	- - - -

Extra Expenses, if any, super Contract.	NAME OF OWNER.	ON WHAT SERVICE ENGAGED.	If Ship (Steam or Sailing Vessel) is Purchased, the Amount of Purchase- money.
£. s. d.			£. s. d.
143 - 9	Sir G. E. Hodgkinson - - -	-- Conveyed French troops from Calais to Bomarsund; returned to Cherbourg and England; sailed with provisions, ammunition, &c. for Constantinople; afterwards employed on various services in the Black Sea.	—
362 4 3	John Bonus - - - - -	-- Conveyed French troops from Calais to Bomarsund; returned to Cherbourg and England; sailed with army and navy provisions for Balaklava, where she was employed as a receiving-ship.	—
393 - -	C. Gumm - - - - -	-- Proceeded to Calais, and conveyed French troops to Bomarsund and Ledsund; returned to England and sailed with navy provisions for Malta and Constantinople, where she was employed as a naval victualling store-ship.	—
257 4 2	John Allan - - - - -	-- Conveyed provisions to Ledsund; returned to England and proceeded with provisions to the East; afterwards employed on various services in the Black Sea.	—
- - -	Belfast Steam Ship Company -	-- Conveyed provisions to Constantinople; afterwards employed on various services in the Black Sea.	—
212 1 11	Messrs. Wigram - - - - -	-- Proceeded to Copenhagen, and conveyed French troops to Ledsund; returned to Cherbourg and England, and sailed with army provisions for Malta and Constantinople; afterwards employed as a receiving-ship at Balaklava.	—
151 11 8	Robert Jackson - - - - -	-- Conveyed French troops from Calais to Faro Sound, and returned with French troops to Cherbourg; afterwards sailed to Malta (from England) with provisions, and arrived at Balaklava 13 February 1855.	—
131 14 5	T. O. Harrison - - - - -	-- Proceeded to Calais, and conveyed French troops to Faro Sound; returned to Cherbourg and England, and sailed for Malta with provisions; arrived at Constantinople 14 December; afterwards employed as a naval store-ship.	—
446 18 8	Richard Greene - - - - -	-- Proceeded to Copenhagen, and conveyed French troops to Ledsund, and from Ledsund to Cherbourg and England; sailed for Constantinople with navy provisions, and employed there as a naval store-ship.	—
152 18 10	E. H. Chapman - - - - -	-- Proceeded to Copenhagen, and conveyed French troops and navy provisions to Ledsund; returned to Cherbourg and England, and sailed from Portsmouth for Malta and Constantinople with army stores, arriving at Balaklava 27 January 1855.	—
- - -	General Screw Steam Shipping Company.	-- Proceeded to Corfu with the 34th Regiment, and Sappers and Miners; proceeded thence with the 67th Regiment, and Sappers and Miners to Constantinople; thence to Marseilles for French troops; to Malta for repairs; and to England with invalids.	—
126 2 4	John Allan - - - - -	-- Proceeded to Copenhagen, and conveyed French troops to Ledsund, and troops to Cherbourg; sailed for England, and thence to Malta and Constantinople with navy provisions; destroyed by fire in the Golden Horn, 26 December 1854.	—
224 3 -	Australian Royal Mail Steam Navigation Company.	-- Conveyed ordnance stores to Malta, Constantinople, and Varna; afterwards employed in the conveyance of artillery and stores, wounded troops, shot and shell in the Black Sea; engaged as transport for sick troops, from 8 December 1854.	—
- - -	Joseph Gee - - - - -	-- Conveyed army provisions to Constantinople, Varna, and Eupatoria; afterwards employed on various services in the Black Sea.	—
158 - 11	W. S. Browne - - - - -	-- Proceeded to Calais, and embarked French troops for the Baltic, thence to Cherbourg and England, whence she sailed 8 November with navy provisions for Malta and Constantinople; employed as naval store-ship at Constantinople.	—
164 11 9	Messrs. Wilson & Cooke - -	-- Proceeded to Copenhagen, and conveyed French troops to Ledsund; returned to England with damaged stores, and sailed 9 November with navy provisions for Constantinople; afterwards employed on various services in the Black Sea.	—
170 3 10	D. Dunbar - - - - -	-- Proceeded to Copenhagen, and conveyed French troops and navy provisions to Faro Sound; returned to England, and sailed 8 November with navy provisions for Malta, Constantinople and Balaklava.	—
149 1 6	F. R. Wilson - - - - -	-- Proceeded to Copenhagen, and conveyed French troops to the Baltic; returned to England, and sailed 19 October with navy provisions for Constantinople, where she was employed as a naval store-ship.	—
173 9 6	W. Smith - - - - -	-- Conveyed navy and army provisions to Constantinople and Balaklava, where she was employed as a commissariat receiving-ship.	—
136 11 1	E. Johnston - - - - -	-- Conveyed stores and provisions to the neighbourhood of Constantinople, where she was wrecked 13 November 1854.	—
149 48 6	D. Dunbar - - - - -	-- Conveyed ordnance stores to Gibraltar, sailed thence to Alicante, and returned with a cargo of mules for Balaklava.	—
149 13 1	Edward Graham - - - - -	-- Conveyed provisions to Constantinople and Balaklava; afterwards employed as a Commissariat receiving-ship.	—

—	NAME OF SHIP.	Date of Contract.	Sailing or Steam.	Gross Tonnage.	If Steam, available Tonnage for Cargo (Register).	Horse- Power.	Terms and Duration of Contract.		Variations from Original Contract.
							Rate per Ton per Month.	Period for which Engaged.	
132	Lion - - -	25 Sept. 1854	Steam -	1,072	716	400	£. s. d. 2 5 -	4 months -	- - - -
133	Gottenburgh - -	17 Oct. 1854	ditto -	454	331	120	3 - -	3 months -	- - Reduced to 50 s. per ton, 17 Nov. 1854.
134	Robert Lowe - -	23 Oct. 1854	ditto -	1,295	- -	80	1 19 4	3 months -	- - - -
135	Queen of the South -	14 Oct. 1854	ditto -	1,752	- -	300	2 10 -	3 months -	- - - -
136	Cleopatra - - -	20 Oct. 1854	ditto -	1,452	893	250	2 10 -	3 months -	- - - -
137	Ottawa - - -	20 Oct. 1854	ditto -	1,274	814	200	2 10 -	3 months -	- - - -
138	Adelaide - - -	4 Dec. 1854	ditto -	1,859	1,124	450	2 - -	6 months -	- - - -
139	Brandon - - -	4 Nov. 1854	ditto -	763	501	170	2 10 -	3 months -	- - - -
141	Edward - - -	15 Nov. 1854	Sailing -	671	- -	- -	- 19 6	3 months -	- - - -
143	Esk - - -	16 Nov. 1854	Steam -	359	278	60	2 - -	6 months -	- - - -
144	Dinapore - - -	24 Nov. 1854	Sailing -	789	- -	- -	1 - -	3 months -	- - - -
145	Clyde - - -	20 Dec. 1854	Steam -	1,168	780	200	2 10 -	3 months -	- - - -
146	Sydney Hall - -	29 Nov. 1854	ditto -	548	421	70	2 10 -	3 months -	- - - -
147	Indiana - - -	15 Nov. 1854	ditto -	2,364	1,823	300	2 5 -	3 months -	- - - -
148	Metropolitan - -	21 Nov. 1854	ditto -	597	349	130	2 10 -	3 months -	- - - -
149	William Hutt - -	25 Nov. 1854	ditto -	530	425	70	2 10 -	3 months -	- - - -
151	Cumberland - -	25 Nov. 1854	ditto -	518	307	300	2 10 -	3 months -	- - - -
152	Sir John Easthope -	28 Nov. 1854	ditto -	520	428	70	2 10 -	3 months -	- - - -
153	Firefly - - -	28 Nov. 1854	ditto -	500	404	70	2 10 -	3 months -	- - - -
155	Norman - - -	28 Nov. 1854	ditto -	530	416	60	2 10 -	3 months -	- - - -
156	Hetton - - -	29 Nov. 1854	ditto -	560	455	70	2 10 -	3 months -	- - - -
157	Cosmopolitan - -	30 Nov. 1854	ditto -	600	350	120	2 10 -	3 months -	- - - -
158	Oscar - - -	11 Dec. 1854	ditto -	472	345	120	2 10 -	3 months -	- - - -
159	John Bowes - -	4 Dec. 1854	ditto -	485	375	70	2 10 -	3 months -	- - - -
161	Black Prince - -	14 Dec. 1854	ditto -	501	404	80	2 15 -	3 months -	- - - -
162	East Anglian - -	20 Dec. 1854	ditto -	358	256	70	2 10 -	4 months -	- - - -
163	Alster - - -	9 Dec. 1854	ditto -	485	300	120	2 10 -	3 months -	- - - -
164	Royal Victoria - -	9 Dec. 1854	ditto -	614	438	200	2 10 -	3 months -	- - - -
165	Lady Eglinton - -	11 Dec. 1854	ditto -	579	336	150	2 10 -	6 months -	- - - -
166	Union - - -	26 Dec. 1854	ditto -	336	260	60	2 15 - 2 10 -	3 months - - - For three months, for any subsequent period.	- - - -

Extra Expenses, if any, super Contract.	NAME OF OWNER.	ON WHAT SERVICE ENGAGED.	If Ship (Steam or Sailing Vessel) is purchased, the Amount of Purchase-money.
£. s. d.			£. s. d.
- - -	W. B. Brownlow - - - -	-- Conveyed army provisions to Gibraltar, Malta, Constantinople and Balaklava; afterwards employed conveying stores in the Black Sea.	---
- - -	J. M. Hervey - - - -	-- Conveyed provisions to the Baltic, returned with bread-dust, and sailed again with ordnance stores for Malta and the East, also army, marine and seamen's clothing, and miners and mining apparatus for the Kosloo coal-mines; afterwards employed on various services in the Black Sea.	---
210 6 1	John Gladstone - - - -	-- Conveyed ordnance stores, army provisions, and troops to Constantinople; afterwards employed as a transport for invalids.	---
- - -	General Screw Steam Shipping Company.	-- Conveyed troops to Balaklava; afterwards employed conveying Turkish troops from Varna to Eupatoria, sick and wounded to Scutari, and Piedmontese and Sardinian troops.	---
434 17 -	J. Carmichael & Co. - - - -	-- Conveyed various detachments of troops, 40 cases of camp-kettles, and army provisions to Constantinople and Balaklava, sick troops thence to Constantinople, and Turkish troops to Eupatoria.	---
411 11 4	J. Carmichael & Co. - - - -	-- Conveyed ordnance stores, troops, and horses to Constantinople and Balaklava, and sick troops thence to Constantinople; afterwards employed on various services in the Black Sea.	---
- - -	Australian Royal Mail Steam Navigation Company.	-- Conveyed troops and army provisions, 44 guns, and stores for the Turkish Government to Constantinople; afterwards employed on various services in the Black Sea.	---
- - -	London and Limerick Steam Ship Company.	-- Conveyed ordnance stores, and detachments of various troops to Balaklava, and sick troops thence to Constantinople; then fitted for a hospital ship.	---
- - -	Thomas Restarak - - - -	Conveyed army provisions to Constantinople - - - - -	---
- - -	Thomas Hill - - - -	-- Conveyed army provisions to Constantinople; afterwards employed on various services in the Black Sea.	---
- - -	John Gladstone - - - -	Conveyed army provisions and hay to the East - - - - -	---
- - -	Clyde Screw Steam Packet Company.	-- Conveyed warm clothing to Constantinople, afterwards employed as a transport for sick troops.	---
- - -	W. N. De Mattos - - - -	-- Conveyed seamen's, army, and marines' clothing, and a number of cases of private stores and comforts to Constantinople.	---
- - -	General Screw Steam Shipping Company.	-- Proceeded to Toulon and Marseilles, and conveyed French troops thence to Constantinople; afterwards employed conveying Turkish troops to Eupatoria.	---
- - -	The Thames and Clyde Screw Steam Shipping Company.	-- Conveyed huts, warm clothing, and shot to Constantinople and Balaklava.	---
- - -	General Iron Screw Colliery Company.	-- Conveyed huts to the Crimea; afterwards employed on various services in the Black Sea.	---
- - -	W. S. Andrews - - - -	Conveyed huts to the Crimea - - - - -	---
- - -	General Iron Screw Colliery Co. -	Conveyed huts to the Crimea - - - - -	---
- - -	General Iron Screw Colliery Co. -	Conveyed part of third battering train, warm clothing, &c. to the Crimea	---
- - -	Thomas Hill - - - -	Conveyed huts to the Crimea - - - - -	---
- - -	Nicholas Wood - - - -	Conveyed huts to Balaklava - - - - -	---
- - -	Thames and Clyde Screw Steam Shipping Company.	Conveyed warm clothing, huts and shot to Constantinople - - - -	---
- - -	W. S. Andrews - - - -	Conveyed stores and warm clothing to the Crimea - - - - -	---
- - -	Charles M. Palmer - - - -	Conveyed huts and stores to Constantinople - - - - -	---
- - -	General Iron Screw Colliery Company.	-- Conveyed battering train, provisions, ordnance stores, and warm clothing to the Crimea.	---
- - -	P. Smith - - - -	Conveyed battering train, ordnance stores, &c. to the Crimea - - -	---
- - -	J. Gee - - - -	Conveyed huts to the Crimea - - - - -	---
- - -	W. S. Andrews - - - -	Conveyed huts to the Crimea - - - - -	---
- - -	H. A. Cowper - - - -	Conveyed battering train, warm clothing, &c. to the Crimea - - -	---
- - -	Union Steam Colliery Company -	Conveyed huts and shot to the Crimea - - - - -	---

—	NAME OF SHIP.	Date of Contract.	Sailing or Steam.	Gross Tonnage.	If Steam, available Tonnage for Cargo (Register).	Horse- Power.	Terms and Duration of Contract.		Variations from Original Contract.
							Rate per Ton per Month.	Period for which Engaged.	
							£. s. d.		
167	Foyle - - -	22 Dec. 1854	Steam -	795	536	400	2 10 -	6 months	- - - -
168	Prompt - - -	28 Dec. 1854	ditto -	417	240	100	2 17 6	3 months	- - - -
169	Marley Hill - -	27 Dec. 1854	ditto -	508	399	80	2 15 -	3 months	- - - -
170	Kangaroo - - -	27 Dec. 1854	ditto -	424	299	60	3 - -	3 months	- - - -
171	Eagle - - -	29 Dec. 1854	ditto -	480	357	80	1,200 <i>l.</i> per month for 4 months		- - - -
172	Peninsula - - -	5 Jan. 1855	ditto -	508	365	90	2 17 -	4 months	- - - -
173	Black Boy - - -	1 Jan. 1855	ditto -	537	431	70	2 15 -	3 months	- - - -
174	Whitley Park - -	4 Jan. 1855	ditto -	536	431	70	2 15 -	3 months	- - - -
175	Cochrane - - -	4 Jan. 1855	ditto -	527	425	70	2 15 -	3 months	- - - -
176	Canadian - - -	8 Jan. 1855	ditto -	1,764	1,045	350	2 10 -	4 months	- - - -
177	Amity - - -	10 Jan. 1855	ditto -	606	479	70	2 15 -	6 months	- - - -
179	Durham - - -	14 Jan. 1855	ditto -	531	428	70	2 15 -	3 months	- - - -
183	Gibraltar - - -	23 Jan. 1855	ditto -	985	669	110	2 15 -	6 months	- - - -
184	Telegraph - - -	19 Jan. 1855	ditto -	819	478	450	2 15 -	3 months	- - - -
185	New Pelton - - -	5 Feb. 1855	ditto -	484	356	70	2 17 6	3 months	- - - -
186	Ætna - - -	1 Feb. 1855	ditto -	2,214	992	450	2 15 -	6 months	- - - -
					To be reduced to		2 10 -	- - per ton per month if continued in the service.	
187	Great Britain - -	30 Jan. 1855	ditto -	2,935	1,460	500	2 10 -	6 months	- - - -
188	Imperial - - -	1 Feb. 1855	ditto -	483	356	60	2 17 6	4 months	- - - -
189	Killingsworth - -	30 Jan. 1855	ditto -	607	466	70	2 15 -	3 months	- - - -
190	Snowdon - - -	27 Jan. 1855	ditto -	469	354	70	2 15 -	4 months	- - - -
191	Croesus - - -	24 Jan. 1855	ditto -	2,699	1,897	400	2 10 -	6 months	- - - -
192	Baltic - - -	31 Jan. 1855	ditto -	534	398	100	3 - -	4 months	- - - -
195	Calcutta - - -	13 Feb. 1855	ditto -	483	1,272	300	2 15 -	6 months	- - - -
196	Black Sea - - -	1 Mar. 1855	ditto -	527	424	80	2 15 -	3 months	- - - -
197	Indian - - -	22 Feb. 1855	ditto -	1,764	1,045	250	2 15 -	6 months	- - - -
198	Volunteer - - -	28 Feb. 1855	ditto -	313	223	50	3 - -	4 months	- - - -
199	Edina - - -	28 Feb. 1855	ditto -	323	227	60	2 15 -	3 months	- - - -
	Himalaya - - -	18 Feb. 1854	ditto -	3,508	- -	700	2 10 -	Purchased, 9 August 1854	- -
25	Ripon - - -	16 Nov. 1854	ditto -	1,925	- -	450	2 10 -	4 months	- - - -
	Euxine - - -	8 April 1854	ditto -	1,165	- -	- -	2 10 -	- - -	- - - -
181	Rajah - - -	18 Jan. 1855	ditto -	537	390	60	2 15 -	3 months	- - - -
118	Simla - - -	3 July 1854	ditto -	2,440	- -	600	2 10 -	4 months	- - - -
61	Colombo - - -	8 July 1854	ditto -	1,865	- -	450	2 10 -	4 months	- - - -
213	Candia - - -	14 Nov. 1854	ditto -	1,961	- -	450	2 10 -	- - -	- - - -
128	Nubia - - -	25 Nov. 1854	ditto -	2,095	- -	450	2 10 -	4 months	- - - -
142	Manilla - - -	10 Nov. 1854	ditto -	646	503	60	2 10 -	3 months	- - - -

Extra Expenses, if any, super Contract.			NAME OF OWNER.	ON WHAT SERVICE ENGAGED.	If Ship (Steamor Sailing Vessel) is Purchased, the Amount of Purchase-money.
£.	s.	d.			£. s. d.
-	-	-	British and Irish Steam Packet Co.	Conveyed huts and warm clothing to the Crimea - - - - -	- - -
-	-	-	London and Edinburgh Shipping Co.	Conveyed ammunition and warm clothing to Constantinople and Balaklava	- - -
-	-	-	General Iron Screw Colliery Co.	Conveyed huts to Balaklava - - - - -	- - -
-	-	-	Messrs. Malcolmson (Brothers)	Conveyed warm clothing, ammunition and ordnance stores to Balaklava -	- - -
-	-	-	Alfred S. Prior - - - -	Conveyed army and medical stores to Scutari - - - - -	- - -
-	-	-	W. Wood - - - - -	Conveyed warm clothing, powder, &c. to Balaklava - - - - -	- - -
-	-	-	Nicholas Wood - - - -	Conveyed huts and stores to Balaklava - - - - -	- - -
-	-	-	C. M. Palmer - - - - -	Conveyed army and medical stores to Scutari - - - - -	- - -
-	-	-	Nicholas Wood - - - -	Conveyed warm clothing, powder, &c. to Balaklava - - - - -	- - -
504	13	-	J. and A. Allan - - - -	Conveyed detachments of 34th Regiment to Balaklava - - - - -	- - -
-	-	-	John Lidgett - - - - -	Conveyed huts and warm clothing to Balaklava - - - - -	- - -
-	-	-	General Iron Screw Colliery Co.	Conveyed warm clothing and provisions to Balaklava - - - - -	- - -
-	-	-	Weston Wood - - - - -	Conveyed troops to Malta - - - - -	- - -
177	-	-	Belfast Steam Ship Company	Conveyed warm clothing, coffee, &c. to Balaklava - - - - -	- - -
-	-	-	J. S. Russell - - - - -	Conveyed army and medical stores to Smyrna - - - - -	- - -
2,155	2	-	J. Cunard - - - - -	Embarking troops at Liverpool for the Crimea - - - - -	- - -
1,147	11	6	- - Liverpool and Australian Navigation Company.	At Liverpool, to embark troops - - - - -	- - -
-	-	-	W. S. Russell - - - - -	Conveyed army and medical stores to Scutari - - - - -	- - -
-	-	-	Nicholas Wood - - - - -	Loading forage and bedding at Deptford - - - - -	- - -
-	-	-	Leith, Hull, and Hamburgh Steam Packet Company.	Conveyed huts to Balaklava - - - - -	- - -
-	-	-	General Screw Steam Shipping Company.	Conveyed troops to Malta, and returned to England with invalids -	- - -
-	-	-	S. Wilson - - - - -	At Deptford, to take in cargo, &c. - - - - -	- - -
-	-	-	General Screw Steam Shipping Company.	At Portsmouth, to embark troops - - - - -	- - -
-	-	-	R. S. Newall - - - - -	At Deptford, loading medical stores for Scutari - - - - -	- - -
58	7	10	J. and A. Allan - - - -	At Liverpool - - - - -	- - -
-	-	-	W. Laing & Co. - - - -	At Deptford, loading ordnance stores for Balaklava - - - - -	- - -
-	-	-	Leith, Hull, and Hamburgh Steam Packet Company.	At Deptford, loading ordnance stores for Crimea - - - - -	- - -
1,777	10	-	- - - - -	- - Conveyed Rifle Brigade, 93d Regiment, 2d and 5th Dragoon Guards, detachments of the 68th and 3d Regiments, and others, to Constantinople, Varna, Balaklava, &c.; stores from Constantinople for Turkish troops at Eupatoria; Turkish troops from Bourgas to Eupatoria, &c. &c.	130,000 - -
-	-	-	- - - - -	- - Conveyed French troops from Toulon and Marseilles to Constantinople and Balaklava; stores from Constantinople for Turkish troops at Eupatoria, and Turkish troops from Bourgas to Eupatoria, &c.	- - -
54	-	-	- - - - -	- - Navy provisions, huts, &c. to Constantinople and Balaklava; discharged 9 May 1854.	- - -
-	-	-	- - - - -	Huts and warm clothing to Balaklava - - - - -	- - -
1,507	10	-	Peninsular and Oriental Steam Navigation Company.	- - Conveyed bat horses from Varna to Balaklava, and Turkish cavalry from Bourgas to Eupatoria.	- - -
54	-	-	- - - - -	- - Conveyed invalids from Balaklava to Constantinople; afterwards employed removing Turkish troops from Varna to Eupatoria.	- - -
-	-	-	- - - - -	- - Conveyed French troops from Marseilles to Constantinople and Balaklava; returned to Constantinople with sick troops; thence to England with invalids, arriving 8th January 1855.	- - -
-	-	-	- - - - -	- - Conveyed French troops from Marseilles to the East; Turkish troops from Varna to Eupatoria; invalids from Balaklava to Scutari, and Turkish troops from Constantinople to Eupatoria.	- - -
-	-	-	- - - - -	- - Conveyed warm clothing to Balaklava, and provisions from Bourgas to Eupatoria (for Turkish troops.)	- - -

—	NAME OF SHIP.	Date of Contract.	Sailing or Steam.	Gross Tonnage.	If Steam, available Tonnage for Cargo (Register).	Horse- Power.	Terms and Duration of Contract.		Variations from Original Contract.
							Rate per Ton per Month.	Period for which Engaged.	
218	Orinoco - - -	18 Feb. 1854	Steam -	2,901	1,892	800	£. s. d. 2 10 -	- - -	- - -
94	Trent - - -	3 April 1854	ditto -	1,857	- -	450	2 10 -	3 months -	- - -
226	Medway - - -	3 April 1854	ditto -	1,896	- -	430	2 10 -	3 months -	- - -
	Avon - - -	10 July 1854	ditto -	2,069	- -	-	2 10 -	- - -	- - -
92	Thames - - -	13 Nov. 1854	ditto -	1,889	- -	413	2 10 -	1 month -	- - -
191	Tamar - - -	17 Nov. 1854	ditto -	1,963	- -	400	2 10 -	1 month -	- - -
71	Magdalena - - -	2 Dec. 1854	ditto -	2,943	- -	760	2 10 -	1 month -	- - -
194	Severn - - -	17 Jan. 1855	ditto -	1,886	1,184	440	2 10 -	4 months -	- - -
131	Faith - - -	16 Sept. 1854	ditto -	721	564	180	2 10 -	3 months -	- - -
64	Hope - - -	4 Mar. 1854	ditto -	922	- -	122	1 15 -	6 months -	- - -
140	Charity - - -	11 Nov. 1854	ditto -	1,239	1,008	202	2 10 -	3 months -	- - -
101	Cambria - - -	14 Feb. 1854	ditto -	1,423	- -	500	4,500 l. per month to 31 May 1854.		- - -
48	Niagara - - -	13 Feb. 1854	ditto -	1,825	- -	630	2 10 -	- - -	- - -
14	Jura - - -	11 Oct. 1854	ditto -	2,240	- -	450	2 15 -	- - for one voyage only.	- - -
82	Alps - - -	11 Nov. 1854	ditto -	1,440	773	400	2 10 -	- - -	- - -
95	Arabia - - -	27 Nov. 1854	ditto -	2,393	- -	870	2 10 -	- - -	- - -
100	Andes - - -	11 April 1854	ditto -	1,440	- -	300	3,600 l. per month for 4 months		-- Reduced to 40s. per ton per month, 11 August 1854. To be increased to 45s. per month, from 1 January to 31 March 1855.
55	Europa - - -	11 Nov. 1854	ditto -	1,834	- -	650	2 10 -	- - -	
150	Imperatriz - - -	27 Nov. 1854	ditto -	1,737	1,315	300	2 10 -	3 months -	- - -
160	Bahiana - - -	12 Dec. 1854	ditto -	1,530	937	360	2 10 -	3 months -	- - -
178	Imperador - - -	12 Jan. 1855	ditto -	1,739	1,315	300	2 10 -	3 months -	- - -
182	Chester - - -	20 Jan. 1855	ditto -	567	441	70	2 15 -	3 months -	- - -

11 August 1855.

Extra Expenses, if any, Super Contract.	NAME OF OWNER.	ON WHAT SERVICE ENGAGED.	If Ship (Steam or Sailing Vessel) is Purchased, the Amount of Purchase-money.
£. s. d.			£. s. d.
- - -	- - - - -	-- Conveyed Coldstream Guards to Malta, 44th Regiment from Gibraltar to Malta, 7th Fusiliers from England to Malta, 97th Regiment to Malta and Athens; returned to England, sailed with the Rifle Brigade and detachments of the 68th to Constantinople and Alma, French troops from Marseilles and Toulon to the East, and invalids from Black Sea to England.	—
- - -	- - - - -	-- Conveyed detachments of various regiments to Constantinople; afterwards employed on various services in the Black Sea.	—
153 16 2	- - - - -	-- Conveyed 95th Regiment to Constantinople and Varna; employed on various services in the Black Sea; returned to England, and conveyed battering train to Alma; afterwards employed on various services in the Black Sea, and conveying French troops to Chersonese.	—
- - -	Royal Mail Steam Packet Company	-- Conveyed 63d Regiment to Constantinople and Varna; afterwards employed on various services in the Black Sea; returned to England with invalids.	—
- - -	- - - - -	-- Proceeded to Toulon and embarked French troops for Constantinople and Varna; conveyed invalids from Balaklava to Constantinople, and Turkish troops from Varna to Eupatoria.	—
- - -	- - - - -	-- Conveyed artillery, 66th and 17th Regiments to Constantinople; invalids thence to Malta, and French troops from Marseilles to Constantinople and Kamiesch.	—
- - -	- - - - -	-- Conveyed the 18th Regiment to Constantinople and the Crimea; afterwards employed removing Turkish troops from Varna to Eupatoria.	—
- - -	- - - - -	Conveyed detachments of artillery to Balaklava - - - - -	—
- - -	- - - - -	-- Conveyed army provisions to Balaklava, and engaged there as a commissariat store-ship.	—
- - -	African Steam Shipping Company	-- Conveyed army provisions to Balaklava, and engaged there as a commissariat store-ship.	—
- - -	- - - - -	-- Conveyed detachments of various regiments to the Crimea; afterwards employed in conveying Turkish troops from Varna to Eupatoria.	—
72 - -	- - - - -	-- Conveyed various regiments to Malta and Constantinople; afterwards employed on various services in the Black Sea, and the transport of troops from England, Malta, and Gibraltar to the East.	—
642 5 -	- - - - -	-- Conveyed troops from England to Malta, Gibraltar, and Constantinople; invalids from Balaklava to Constantinople, and Turkish troops from Varna to Eupatoria.	—
456 11 2	- - - - -	-- Conveyed troops to Constantinople and Chersonese; French troops from Marseilles to Constantinople, and Turkish troops from Varna to Eupatoria.	—
- - -	North American Steam Navigation Company.	-- Employed conveying French troops between Marseilles and Constantinople.	—
1,854 7 6	- - - - -	-- Conveyed powder to Marseilles, and thence with French troops to the Crimea.	—
124 8 -	- - - - -	-- Conveyed 1st Royals to Constantinople; afterwards employed on various services in the Black Sea, and conveying French troops from Marseilles to Constantinople.	—
557 2 8	- - - - -	-- Conveyed detachments of various regiments to the Crimea; and Turkish troops from Varna to Balaklava.	—
- - -	- - - - -	Conveyed detachments of various regiments to the East - - - - -	—
- - -	South American and General Steam Navigation Company.	Conveyed detachments of various regiments to the East - - - - -	—
1,209 2 10	- - - - -	Conveyed part of 48th regiment to Corfu - - - - -	—
- - -	E. W. Ellis, for the General Iron Screw Colliery Company.	Conveyed huts and warm clothing to Balaklava - - - - -	—

Wm. Willis, for Secretary.

TRANSPORTS.

RETURN of the Number of Transports employed
in carrying Troops or Munitions of every
description for War in the East, between the
1st day of October 1853 and the 1st day of
March 1856, inclusive.

(*Sir Henry Willoughby.*)

*Ordered, by The House of Commons, to be Printed,
14 August 1856.*

29

CANDIA (TRANSPORT).

RETURN to an Order of the Honourable The House of Commons,
dated 16 May 1855;—*for*,

A COPY “of the Report of the SURVEY held at *Woolwich* on the CANDIA
(Iron) Transport, and that of the PILOT who took her out.”

Admiralty, }
24 May 1855. }

JOHN JONES DYER,
Chief Clerk.

COPY of the Report of the SURVEY held at *Woolwich* on the “CANDIA” (Iron)
Transport, and that of the PILOT who took her out.

Sir,

Woolwich Yard, 1 May 1855.

IN obedience to your directions of yesterday's date, to report respecting the fitness of the “Candia” for carrying horses;

We beg to state that this vessel is at present 3 feet 9 inches by the head, with a list to port of 2 feet 1 inch, her draught of water being afore 21 feet, abaft 17 feet 3 inches; and with water and other stores yet to come in forward, together with the horses not yet on board, it is obvious that she will be considerably more by the head when fully stored and equipped, under which trim she would necessarily steer badly, and under all circumstances of her stowage, and taking into consideration the permanent weight of horses on the main and weather decks, with other top hampers, as compared with the daily reduction of weights below, by the consumption of coals, as well as of water, and provisions for horses and men, we are decidedly of opinion that it would not be safe for this vessel to proceed to sea with horses as at present fitted; in fact, we consider this description of vessel to be ill adapted for conveying horses under any circumstances.

The estimated permanent weight below the lower deck, after being at sea 10 days, is about 530 tons.

There are at present 92 horse stalls on the main deck, and 122 on the upper or weather deck; the estimated weight of horses on the main and weather decks being about 60 tons, and 90 tons respectively; the stalls about 32 and 43 tons.

It is important to mention that in rough weather the horses will be in slings, and their weight frequently acting at an elevated height, the effect of which, together with the influence of the permanent weights of lumber and stores on deck on the motion of the vessel, would most certainly render her unsafe if caught in a gale of wind, or experienced heavy weather at sea.

We are, &c.

(signed) *Jno. McDonald*,
Master Attendant.

Wm. Rice,
Master Shipwright.

James Peake,
Assistant Shipwright.

The Commodore Superintendent.

To the Managing Directors Peninsular and Oriental Steam Company.

Gentlemen,

12 May 1855.

I HAVE the honour to inform you that I left the "Candia" steam ship at 9 A. M., yesterday morning, off the Isle of Wight. The vessel was perfectly stiff, and steaming over nine knots against a heavy sea, and stiff breeze from N. W.; all well on board.

I am, &c.

(signed) G. O. Ashton,
Pilot.

Sir,

Admiralty, 4 May 1855.

IN submitting for their Lordships' consideration the accompanying reports relative to the safety of the "Candia" as a horse transport, we beg to state that this ship was employed last year for the conveyance of infantry, and took 1,200 men from Marseilles to the Crimea; and no doubt of which we are aware, was ever entertained of her qualities as a good and safe sea boat.

Having some defects to make good on her return to England, the "Candia" was taken into dock in London, and on the date 12th March she was inspected by the constituted authorities at Deptford, and reported by Captain Austen on the date 12th March as capable of conveying 200 (quote report) horses. Orders were accordingly given by us to fit her for that number.

On the date 28th April, being so fitted, the "Candia" proceeded to Woolwich to embark the horses.

Commander M'Donnell, the officer acting at Woolwich under Captain Austen, and charged with superintending the embarkation, appears, on visiting the "Candia," to have formed apprehensions as to the safety of the ship, if horses were placed on her upper deck, and reported the same to Captain Austen and to this Board. We immediately suspended the embarkation, and directed an official inquiry to be held by the Woolwich authorities, a copy of which is annexed.

We beg to call their Lordships' special attention to the accompanying letter from the Managing Directors of the Peninsular and Oriental Company, stating the "Candia's" dimensions, as compared with those of the "Colombo" and "Simla."

The efficient services of these two ships as horse transports are already known to their Lordships, as well as those performed by Her Majesty's ship "Himalaya;" and as the dimensions calculated to give a ship stability, viz., increased breadth and diminution of depth, are in favour of "Candia" over both "Colombo" and "Simla," and her lines appear by the builder's report to be precisely similar to those of the "Himalaya," we have no hesitation in expressing our decided opinion, and which opinion has been strengthened by a personal inspection of the ship, that the apprehensions of the Woolwich authorities are entirely groundless; and we would therefore submit that the embarkation of the 200 horses originally appropriated to that ship be immediately carried into effect.

We have, &c.

(signed) R. Craigie.
W. Drew.

The Secretary of the Admiralty.

Peninsular and Oriental Steam Navigation Company's Offices,
122, Leadenhall-street, London,

Sir,

3 May 1855.

I AM instructed by the Managing Directors of this Company to acknowledge receipt of your letter dated yesterday, transmitting copies of reports on the capability of the "Candia" steam ship for the conveyance of horses, and requesting, for the information of the Directors of Transport Service, an immediate reply to the objections therein raised.

In conformity with that request, the Managing Directors desire me to state as follows:

1st. With respect to the ship being out of trim, by the misplacement of weight in loading her cargo, they consider the remedy to be too obvious to require any observations from them.

2d. With regard to the assumption of the unfitness of the vessel for the conveyance of horses by reason of her want of stability, they beg to submit the following facts, which they feel assured will completely prove that such an assumption is erroneous. Two of this Company's ships, the "Simla" and "Colombo," have been, and particularly the former, employed extensively in the conveyance of horses. The "Simla" had conveyed up to the date of the last advices from her, very nearly 5,000 horses in all, and has had as many as 450 horses on board at one time. The "Colombo" (a considerably smaller vessel) has had 200 horses on board at one time. No complaints of any want of stability in these two vessels have ever been made, although they have, while conveying large numbers of horses, been almost empty of coals, and consequently deficient of the ordinary weight below, and have also encountered severe weather.

The following are the dimensions of these vessels as compared with the "Candia":—

NAME.	LENGTH.	BREADTH.	DEPTH.	TONNAGE.
Colombo - - - -	286 feet	36 feet	26 $\frac{3}{10}$ feet	1,864
Simla - - - -	330 „	37 $\frac{9}{10}$ „	27 „	2,440
Candia - - - -	281 „	38 $\frac{9}{10}$ „	26 $\frac{2}{10}$ „	1,960

From these particulars it will be seen that in these dimensions, calculated to give stability to a vessel, namely, increased breadth and diminution of depth in proportion to length, the "Candia" has a considerable advantage over both the "Colombo" and "Simla;" and with regard to the lines upon which the "Candia" is built, they beg to refer to the enclosed letter from her contractor, showing that they are the same as those of the "Himalaya," which has been proved to be a remarkable stiff vessel.

I also beg to transmit a report from the Company's naval superintendent on the subject.

These facts the Managing Directors consider will fully satisfy the Directors of the Transport Service as to the capability of the "Candia" for the conveyance of horses.

I am, &c.

(signed) C. W. Howell,
Secretary.

E. Giffard, Esq.

Gentlemen,

London, 2 May 1855.

IN reply to your inquiry, I beg to state, that the "Candia" is constructed on the same lines as the "Himalaya," reduced in proportion to the tonnage of the former.

The drawings of the vessel have already been lodged at the Admiralty.

To the Directors of the
Peninsular and Oriental Steam Navigation
Company.

I am, &c.
(signed) *C. J. Mare.*

Peninsular and Oriental Steam Navigation Company's Offices,
122, Leadenhall-street, London,

Dear Sir,

3 May 1855.

HAVING read the various correspondence from the Government authorities as to the fitness or otherwise of the "Candia" for the conveyance of horses, I cannot help expressing my surprise that such documents should have emanated from those considered practical men.

I have had considerable experience in the equipment of vessels for horses, as well as the superintendence of the embarkation of cavalry regiments ; the whole of those arrangements have proved successful.

The "Candia" I have loaded on several occasions, and never experienced any want of stability in her. On the contrary, I considered her a stiff ship ; a little caution was requisite in placing the heavy portion of cargo aft to keep her in trim, having a tendency to load by the head.

But there is no difficulty in arranging this, either by a little kentledge, shot, shell, &c., stowed in each side of the tunnel.

I superintended the embarkation of French troops at Marseilles, and, with 1,200 upon her deck, she exhibited no want of stability.

The position of horses as fitted on board the "Candia," viz., in fixed stalls, could not possibly affect the stability of the ship in the same way as infantry, the latter naturally crowding to one side to see or be seen.

The circumstance of the horses being in slings will have but a trifling tendency to increase the motion of the ship ; the horses being in no instance entirely off their legs.

Captain Field has not upon any occasion after returning from his voyage made any reference to the "Candia" wanting stability ; on the contrary, he uniformly reported her a most perfect sea-boat.

It is a fact which may appear singular, that the reports from the captains and officers of the "Himalaya" and "Simla" are to the effect, that the vessels appear stiffer and better sea-boats with the horses on board than without them.

C. W. Howell, Esq.

I am, &c.
(signed) *J. R. Engledue.*

E. Giffard,
Secretary to the Transport Board.

CANDIA (TRANSPORT).

COPY of the Report of the SURVEY held at
Woolwich on the "CANDIA" (Iron) Transport,
and that of the PRIOR who took her out.

(*Mr. Bentinck.*)

*Ordered, by The House of Commons, to be Printed,
11 June 1855.*

305

TYNE CONSERVANCY.

RETURN to an Order of the Honourable The House of Commons,
dated 8 February 1855;—for,

COPIES “of all CORRESPONDENCE connected with the CONSTRUCTION of certain WORKS at the Mouth of the River *Tyne*, between the Admiralty, the Officers of the River Tyne Commissioners (Messrs. *Clayton & Brooks*), and Mr. *James Walker*, c. E., since the 24th day of February 1853”—(as far as the Admiralty is concerned).

Admiralty, }
3 March 1855. }

JOHN JONES DYER,
Chief Clerk.

CORRESPONDENCE on the CONSTRUCTION of certain WORKS at the Mouth of the River *Tyne*.

Sir,

Admiralty, 24 February 1853.

I HAVE to acknowledge your letter of the 14th instant, in which you request the Admiralty assent to the works at the mouth of the Tyne (authorised under the Act of last Session), and, it is understood, on the precise centre lines shown on the plans deposited with Parliament.

From the very extensive limits of deviation shown on the Parliamentary plans, “including (as the Admiralty Inspector observed in the Report of the 21st April, last year) space for the adoption of any of the three designs referred to, or a modification of them,” their Lordships were under the impression that some more matured or modified plans for the works in question would be submitted, when the proper time should arrive; and in reply, I am commanded to state that their Lordships apprehend that the works to which their assent is requested could not be safely reckoned upon as adequate to fulfil the objects proposed, viz., the making and maintaining a deep-water entrance to the Tyne; and as the question is one of great public importance, their Lordships cannot become responsible for the sanction of the same in the manner proposed, and must therefore withhold assent.

The Clerk to the
Tyne Improvement Commissioners,
Newcastle-upon-Tyne.

I am, &c.
(signed) *R. Osborne*.

Sir,

Tyne Improvement Commissioners' Office,
Newcastle-upon-Tyne, 5 March 1853.

I HAVE the honour to acknowledge the receipt of your letter of 24th ult.

The limits of deviation (as the Admiralty Inspector observed) are ample for the adoption either of the Parliamentary plan or any improved plan of piers at the mouth of the River Tyne.

The works, as described on the Parliamentary plan, were laid down after a careful investigation, and under able advice, and the Commissioners have since applied to the subject an anxious consideration. The result is, that they are unable to suggest any improvement in the lines laid down on the Parliamentary plan.

The Commissioners confidently rely on the disposition of the Lords of the Admiralty to forward works of such importance to the public, and which, if they had been sooner completed, would have saved many valuable lives; and having this reliance, the Commissioners think their Lordships will not hesitate to state the grounds on which they have come to the conclusion which you communicate, viz. "that the works to which their assent is requested cannot be safely reckoned upon as adequate to fulfil the objects proposed."

I am, &c.

To the Secretary of the Admiralty,
London.

(signed) *John Clayton.*

Sir,

Admiralty, 4 April 1853.

I HAVE to acknowledge the receipt of your letter of 5th March last, on the subject of the proposed outer piers (at the bar of the River Tyne), and I am commanded by the Lords Commissioners of the Admiralty to state that the subject has received their best consideration, and that, aided by the opinions of two officers of the Navy, well qualified to give an opinion on the subject, their Lordships are under the necessity of adhering to their refusal to assent to the proposed piers, under the powers of the 51st section of the Act of last year.

You observe that the works, as described on the Parliamentary plan, underwent a careful investigation by able advisers, and that the River Tyne Commissioners are unable to suggest any improvement; but it seems necessary here to point out that from the Report of the Admiralty Inspector (under the Preliminary Inquiries Act) of last year, and subsequent to the adoption of the plans to which you now refer, it appeared by the evidence of your engineer, Mr. Brooks; of Mr. Thomas Taylor, Mr. Calver, Master in the Royal Navy, who had made a recent survey of the Tyne; Mr. Nicholson, C. E., Mr. James Rendel, C. E., whom the Tyne Commissioners had employed at a great expense to report to them, that these gentlemen all held opinions more or less differing from each other; that the plan of the Commissioners, who, it is understood, are not unanimous, and who are neither engineers nor nautical men (with the exception of Captain Purdo), was different from that of their engineer; and lastly, that the plan of their engineer, in 1852, differed very much from his plan of 1832. Under these great differences of opinion, and the very wide limits of deviation set out in the Parliamentary plans, it was very satisfactory to the Admiralty Inspector, and also to their Lordships, that there were such wide limits of deviation left for any plan that might be deemed most suitable.

You invite their Lordships to state the grounds on which they have come to the conclusion, viz., "that the works to which assent is requested cannot be safely reckoned upon as adequate to fulfil the object proposed."

Their Lordships trust that you will readily perceive that any attempt to get into an epistolary discussion on the subject must prove as unsatisfactory as it would be unusual.

The Board are induced to consider the outer piers of vast importance, particularly to North and South Shields, and even to be considered as a national object; and it is quite correct when you observe that the Commissioners may rely on the disposition of the Lords of the Admiralty to forward works of such importance, though it must be no less obvious that any undue haste in carrying out such a measure might have to be deeply repented of; and if want of the desired shelter should be now somewhat delayed, their Lordships can take no blame to themselves, but must rather regret that so important and so definite a measure as now alleged by the Commissioners for the safety and convenience of the shipping of the port should have been allowed to remain so long in abeyance.

I am now to bring to the consideration of the Commissioners that any steps to promote this matter must rest with themselves, as under the Act it does not appear that the Admiralty have any other option than to approve or dissent to the plan transmitted to them.

In

In conclusion, I have only to state that their Lordships will be happy to entertain any mode of settling the question which the Commissioners may propose.

John Clayton, Esq.,
Clerk to the River Commissioners,
Newcastle-on-Tyne.

I am, &c.
(signed) *R. Osborne.*

Sir,

Newcastle-upon-Tyne, 18 April 1853.

I HAVE the honour to acknowledge the receipt of your letter of 4th instant, on the subject of the proposed piers at the mouth of the River Tyne. I am quite aware of the inconvenience of an epistolary discussion of an engineering question, and yet, if the Lords of the Admiralty merely dissent from the plan proposed without giving the Tyne Improvement Commissioners any hint as to the grounds of that dissent, you will perceive that the latter have nothing to guide them in preparing a new plan.

If we are to wait till the engineers agree in opinion, and until the Commissioners themselves shall be unanimous, there will be no limit to the delay which must take place.

The Commissioners have a difficulty in themselves proposing any mode of settling the question; but if the Lords of the Admiralty would approve of the plan being submitted to their inspector, Mr. Walker, I think the probability is, that the Commissioners would feel themselves justified in acquiescing in any alteration in the plan which he might decide upon.

To the Secretary of the Admiralty,
London.

I have, &c.
(signed) *John Clayton.*

Sir,

Admiralty, 6 May 1853.

I HAVE to acknowledge the receipt of your letter of the 18th April instant, wherein you observe that, "if the Lords of the Admiralty would approve of the plan of the works at the entrance of the River Tyne being submitted to their inspector, Mr. Walker, you think the probability is, that the Commissioners would feel themselves justified in acquiescing in any alteration in the plan which he might decide upon."

And I am commanded by their Lordships to acquaint you in reply, that they have long felt the necessity of placing the entire responsibility of the plans for the works at the entrance of the Tyne with an eminent engineer, in whom the public, their Lordships, and the Tyne Commissioners might place confidence; and if the proposal now made be acceded to, it shall be understood that the plans of works, when completed by Mr. Walker, upon his individual responsibility (after taking all necessary evidence), shall be final, and accepted by the River Tyne Commissioners, and not to be deviated from, unless with the concurrence of the Admiralty, and that Mr. Walker be left entirely unfettered, within the limits of deviation of the Act of last year, to select or modify any proposed plan, or to originate any other one, as he shall deem proper, to cover his responsibility on so grave a question.

In the instructions given to Mr. Walker, he should be called upon to provide for the early removal of the nine-feet bar, by means of dredging, to a depth of not less than 14 feet at time of low-water spring tides, a work which their Lordships must insist upon being executed.

I am, &c.
(signed) *W. A. B. Hamilton,*

John Clayton, Esq.,
Clerk to the Tyne Improvement Commissioners,
Newcastle-on-Tyne.

Sir,

Admiralty, 14 June 1853.

I AM commanded by the Lords Commissioners of the Admiralty to request your attention to their Lordships' communication of 6th May last (in reply to your letter of 18th April), in which you are acquainted that their Lordships "have long felt the necessity of placing the entire responsibility of the plans for the works at the entrance of the Tyne with an eminent engineer, in whom the public, their Lordships, and the Tyne Commissioners might place confidence; and if the proposal now made be acceded to, it shall be understood that the plans of works, when completed by Mr. Walker, upon his individual responsibility (after taking all necessary evidence), shall be final, and accepted by the Tyne Commissioners, and not to be deviated from, unless with the concurrence of the Admiralty, and that Mr. Walker be left entirely unfettered, within the limits of deviation of the Act of last year, to select or modify any proposed plan, or to originate any other one, as he shall deem proper, to cover his responsibility in so grave a question," &c.

Their Lordships having in the letter above quoted, signified their willingness to place the planning of the entire works under the direction of Mr. Walker, I am to request whether the terms mentioned are accepted by the River Tyne Commissioners.

John Clayton, Esq.,
Secretary to Tyne Commissioners,
Newcastle.

I am, &c.
(signed) *R. Osborne.*

Sir,

Newcastle-upon-Tyne, 14 June 1853.

I HAVE the honour to acknowledge the receipt of your letter of 6th May.

I am authorised by the Tyne Improvement Commissioners to accept the appointment of Mr. Walker, in the terms of that letter, and to assure you that they will readily take such steps as Mr. Walker may direct for the removal of the nine-feet bar to which you refer.

I have, &c.
(signed) *John Clayton.*

Captain Hamilton, Admiralty.

Sir,

Admiralty, 16 June 1853.

I AM commanded by the Lords Commissioners of the Admiralty to acknowledge the receipt of your communication of the 14th June instant, in which you state that you are authorised by the Tyne Improvement Commissioners to accept the appointment of Mr. Walker, in the terms of the Admiralty letter of 6th May, and that they will readily take such steps as Mr. Walker may direct for the removal of the nine-feet bar; and in reply, I am to acquaint you that Mr. Walker has been informed that their Lordships require he should receive, on the part of the Admiralty, the evidence of Captain Washington, and Mr. Calver, R. N., and of Captain Vetch, R. E., on the matters to be dealt with, and such other evidence as you may propose, or he may judge necessary, as preliminary to designing the works, which he is to be left entirely unfettered to adopt.

John Clayton, Esq., Secretary
to the Tyne Commissioners, Newcastle.

I am, &c.
(signed) *W. A. B. Hamilton.*

Sir,

Admiralty, 16 June 1853.

I AM commanded by the Lords Commissioners of the Admiralty to acquaint you that the River Tyne Commissioners have accepted the terms made to them in the Admiralty letter of the 29th April last, on the subject of the works at the mouth of the river, a copy of which has been furnished to you, and in which their Lordships stated they were willing to place the entire responsibility of the plans for the works with you, such plans when completed by you, upon your individual responsibility (after taking all necessary evidence), to be final, and
accepted

accepted by the River Tyne Commissioners, and not to be deviated from, unless with the concurrence of the Admiralty, and that you should be left entirely unfettered, within the limits of deviation of the Act of last year, to select or modify any proposed plan, or to originate any other one, as you should deem proper, to cover your responsibility on so grave a question.

I am further to acquaint you, that it is their Lordships' desire that before maturing your plans you should take the evidence of Captain Washington, R. N., and Mr. Calver, R. N., and also of Captain Vetch, R. E. on the subject, with such other evidence as the Commissioners may suppose, or you may deem necessary, as preliminary to designing the works, which you are left entirely unfettered to adopt.

I am also to state that the Commissioners have expressed their readiness to take such steps as you may direct for the removal of the nine-foot bar.

I am, &c.
(signed) *W. A. B. Hamilton.*

James Walker, Esq. C. E.
Great George-street, Westminster.

RIVER TYNE IMPROVEMENT.

PIERS AT ENTRANCE.

The REPORT of *James Walker*, Esq., LL.D., F. R. S. L. & E., &c., addressed to the Tyne Improvement Commissioners, dated 15th November 1853.

Sirs,

As the subject of this Report (the piers for the entrance of the River Tyne) is one of general interest and of great public importance, it may be proper to preface my observations by stating, for the information of others not so well acquainted with the details as the Lords Commissioners of the Admiralty and the Tyne Improvement Commissioners, my own position and the course of my proceedings. Introduction.

The matter under consideration first came before me in the character of Admiralty Inspector, under the Preliminary Inquiries Act, when a Bill for these works was pending in Parliament, which Bill passed in the year 1852.

A difference of opinion having been found to exist between the Admiralty and the Tyne Improvement Commissioners—or perhaps I should say, between the professional advisers of the two bodies and others—as to the plan within the limits of deviation, proper to be adopted, a letter from Mr. Clayton, the officer of the Tyne Improvement Commissioners, of the 18th April last, addressed to the Secretary of the Admiralty, suggests “that if their Lordships would approve of the plan being submitted to Mr. Walker, there would be a probability that the Commissioners would feel themselves justified in acquiescing in any alteration in the plan he might decide upon.” Appointment.

The reply of the Secretary to the Admiralty, dated 6th May 1853, states “that their Lordships have long felt the necessity of placing the entire responsibility of the plans for the works at the entrance of the Tyne with an eminent engineer, in whom their Lordships, the Tyne Commissioners, and the public, might place confidence; and that if the proposal made by the Commissioners be acceded to, it should be understood that the plans of works, when completed by Mr. Walker upon his individual responsibility (after taking all necessary evidence), should be final and accepted by the River Tyne Commissioners, and not to be deviated from, unless with the concurrence of the Admiralty; and that Mr. Walker be left entirely unfettered, within the limits of deviation of the Act of last year, to select or modify any proposed plan, or to originate any other plan, as he might deem proper, to cover his responsibility in so grave a question.” The letter adds, “that in the instructions to be given to Mr. Walker, he should be called upon to provide for the removal of the 9-foot bar by means of dredging, to the depth of 14 feet at low-water spring tides, as a work which their Lordships insist on being executed.”

In answer to the above, Mr. Clayton, on the 14th June, stated to the Lords of

the Admiralty "that he was authorised by the Tyne Improvement Commissioners to accept the appointment of Mr. Walker in the terms of their Lordships' letter, and that the Commissioners would readily take such steps as he might direct for the removal of the 9-feet bar."

The next letter is from the Secretary to the Admiralty, dated the 16th June, and acquaints the Tyne Improvement Commissioners "that Mr. Walker had been informed that their Lordships require he should receive on the part of the Admiralty the evidence of Captain Washington, R. N., Mr. Calver, R. N., and Captain Vetch, R. E., on the matters to be dealt with, and such other evidence as the Tyne Improvement Commissioners might propose, or Mr. Walker might judge necessary as preliminary to designing the work, which he is to be left entirely unfettered to adopt."

My instructions from the Admiralty are in substance precisely the same as those contained in the above correspondence, and therefore I need not repeat them.

So soon as I had received the above instructions in an official communication, dated the 8th July, with a copy of the above-quoted Admiralty correspondence, I immediately referred to and examined the evidence which, as "Inspector for the Admiralty" under the Preliminary Inquiries Act, I had taken at Newcastle and in London in the months of March and April 1852, when the Bill for the Improvement of the Tyne by the erection of piers at its mouth and otherwise was before the House of Commons. Mr. Clayton attended on that occasion as solicitor for the Bill, and Mr. Leitch, the town clerk of Tynemouth, for the parties opposing it. The witnesses examined were, Mr. Wake, harbour-master; Mr. Brooks, engineer; Mr. Thomas John Taylor, mineral agent; Mr. Calver, R. N.; Mr. Charles Carr, engineer; Mr. Nicholson, engineer; Mr. Gibson, who bored the ground; Captain Purdo, R. N.; Mr. Shotton, shipowner; Mr. Straker and Mr. Popplewell, Tyne Improvement Commissioners; and Mr. Barker, shipowner. Mr. Rendel, the engineer, was also examined to some extent; and although the inquiry included docks and other matters as well as piers, all the witnesses who had considered the latter gave their opinions respecting them; and the subject has since had my almost constant attention from the middle of July to the present time, both in the surveys I have made with reference to it, and in the examination of surveys and evidence from 1813 (the date of a very detailed and valuable survey and observations made by Mr. Giles and Mr. Comrie, for the late Mr. Rennie) down to the late surveys in 1849, by Mr. Calver, for the Admiralty, and by Mr. Comrie again for Mr. Rendel, the engineer employed by the Commissioners.

The examination of witnesses in London, Tynemouth, and Newcastle, extended, with intermissions, from the 19th July to the 19th August. My junior partner, Mr. Cooper, who is well qualified to assist me, attended these examinations. In addition to Captains Washington and Vetch and Mr. Calver (the three gentlemen specially named by the Admiralty), there were present Mr. Wake, harbour-master; Mr. Brooks, engineer; also, Messrs. Harrison, Purvis, Young, and Oates, pilots; Messrs. Robinson, Stevenson, Lourie, and Straker, Tyne Improvement Commissioners; Mr. Robert Anderson, shipowner, of South Shields; Mr. Raine, a member of the Trinity House; Mr. Danson, harbour-master, of Newcastle; Mr. Thomas John Taylor (who in 1851 published his opinions on the subject of the harbour and piers); Mr. Thomas Smith, the extensive shipowner and shipbuilder; Mr. Holt, superintendent of submarine works; Mr. Comrie, surveyor; and Captain Linskill, who produced a copy of a design for docks and piers, which he stated to have been proposed by Mr. Brooks, in 1848. Captain Linskill's evidence was taken by me in London on the 19th August. He then informed me that the South Shields and Tynemouth authorities did not consider that they had sufficient notice of my visit to enable them to attend the Tynemouth meeting with their evidence. My reply was that all my correspondence had been with Mr. Clayton, as the officer of the Commissioners, and that I had depended upon him for informing others of the time of my visit, and for giving due notice of it. This gave rise to a correspondence with Mr. Leitch; and in the end, as I thought that to close the inquiry without giving a further opportunity for receiving evidence, even if no fresh information should be produced, would have the effect of leaving open a door for objections, I gave notice to T. C. Leitch, esq., town clerk, Tynemouth; C. H. Greenlaw, esq., secretary

secretary to the Shipowners' Society, North Shields; Thomas Salmon, esq., town clerk, South Shields; G. Potts, esq., secretary to the Shipowners' Society, South Shields, and to the Tyne Improvement Commissioners, that I should attend again at Tynemouth, on the 28th September.

On this last occasion I was met by Mr. Clayton, for the Tyne Improvement Commissioners; Mr. Leitch; Messrs. Barker, Shotton, Straker, and Greenhow, for the Tynemouth (North Shields) Shipowners' Society; Mr. Alderman Bartleman, Mr. Procter, Mr. Carr, and others, for the North Shields Committee of Trade; and Mr. Stainton, Mr. Thomson, Mr. Salmon (town clerk), and others, for the Corporation of South Shields. The witnesses called by the above gentlemen were Mr. Brooks, Mr. Stevenson, Mr. Barker, Mr. Wake, Mr. Shotton, Mr. Greenhow, Captain Purdo, Mr. Hutcheson (pilot), and Mr. Hall (steam-tug proprietor).

Thus I hope that, so far at least as regards the receiving evidence and collecting opinions, I have done justice to the subject. I may add, that I do not remember the case of a harbour to the improvement of which so much attention has been paid on all sides, in the way of designing and reporting, from 1813, the date of Mr. Rennie's plan, up to the present time. This is a proof of the importance of the subject, of the interest taken in it, and, I may say also, of its difficulty, when I refer to the variety of the designs that have been made by eminent and experienced men. These have been kindly produced to me, and I have also been informed by the authors of the grounds on which their designs have been recommended. Various designs.

It would be extremely difficult, if not impossible, to describe the different plans in words, so as to give any correct idea of them, or to state exactly in what respect each differs from the others. At the same time, I am desirous to do justice to their authors, and have, for the better enabling me to consider their various features, had the whole drawn out to the same scale, a copy of which, and also of my notes containing the substance of the evidence taken by me, can be sent to you if you desire it. The designs referred to are those of the late Mr. Rennie, Mr. Rendel, Mr. Brooks, Captain Washington, R. N., Captain Vetch, R. E., Captain Purdo, Mr. Calver, R. N., Mr. Thomas John Taylor, and Mr. Henry Turner. Designs.

Each of the designs has its merits; but for me to enter into a detailed criticism of the peculiarities of each would be a laborious task, attended with little, if any, practical good. My duty has been to consider them all, and to endeavour to make from them and from my own and Mr. Cooper's observations, and from the evidence, such a design as should remove the present evils and dangers at the entrance, and produce at the same time as little as possible of countervailing evil. I am fully aware of the heavy responsibility of the task which I have undertaken, and have done my best to fulfil it.

The present great evil, to the removal of which all the designs (including the design which I am about to recommend) have been directed, is the bar. This has been generally proposed to be effected by confining the ebbing water of the river and harbour, and directing it upon the bar at the entrance, instead of allowing it to escape over the Sparrow Hawk and other sands. But the difficult question to solve is, can this increase of velocity and depth through the narrowed space between the piers be contrived so as not to have the effect of causing a similar deposit outside the piers, and thus forming a bar there? The bar.

It is, in my opinion, clear, that if the outgoing current and the passing (south to north) ebbing tide were in the same direction and of the same velocity as at present, and if the same quantity of sand were still to be admitted by the flood tide into the harbour and river by the wheel, and afterwards to be passed out during the ebb tide, the same causes would produce the same effect as they do at present, viz. a bar, but outside the present one. For the position of the bar is by no means fixed: it is at the point where the opposing forces, west to east, and south to north, meet or balance, and it would be moved out beyond the piers if this balancing point were moved out by increasing the current between them.

My expectation however is, that all these conspiring causes of a bar would be modified, and the effect of them, to say the least, very much diminished, by the adoption of the design hereafter described, for the following reasons, viz. :— Reasons for less bar.

That all the outgoing water, being confined by piers instead of spreading over so wide a space as at present, would, at the ends of the piers, join the coast tide passing from south to north, with increased velocity or energy.

That the sand would be brought out to where there is deeper water, and therefore the same quantity deposited would not produce a bar of the same height as at present.

That the south to north ebbing tide, to which the piers would be extended, may be expected to be stronger when confined or collected, in passing the ends of the projecting piers, and thus to check the formation of a bar.

That the operation of a south pier, even if but a short one, which Captain Washington and other naval gentlemen think likely to be sufficient, would stop a large portion of the sand that is now carried into the harbour during the flood tide by the wheel, so that there would be less sand to go out again on the ebb.

Nine-feet bar.

I think also that the artificial straightening and regulating of the channel at the "Stones," called in my instructions "the Nine-feet Bar," for the removal of which the Lords of the Admiralty make a positive stipulation, and to which you have assented, will have a beneficial tendency both above and below it. Therefore I strongly recommend that this be set about seriously and without delay, not only as a compliance with the agreement made with the Admiralty, but on account of the effect to be expected from it. This would be done by the usual process of dredging, aided by diving, to raise loose boulders, or by blasting, if the material to be removed is solid rock.

Bar, and Sparrow Hawk Sands.

The general observation of a sympathy between the bar and the Sparrow Hawk has been considered as a proof of the effect which confining the water between the piers would have. It is remarked that at present, when the bar is low (good) the Sparrow Hawk is high, from which it would appear that the two facts are connected; but the Sparrow Hawk being high is, I think, rather the effect of the good bar than the cause of it. The sand that forms the bar is deepened by the scour of the river, chiefly during land freshes with westerly winds; and when so deepened, there is, after the freshes have gone off, a greater channel for the ebbing water to escape in the straight line, and therefore a comparatively less quantity and velocity upon the site of the Sparrow Hawk; thus allowing a deposit upon it, and a rising of its surface. There is also, in times of these freshes which lower the bar, less room in the river for tidal water to enter; and then all the sands, both the Sparrow Hawk and the Herd, over which the flowing and ebbing tide passes, have a tendency to rise. When there is no fresh, or when the action of a fresh is checked by easterly winds, these causes cease to operate, the sand or bar in the straight channel begins to rise, and a larger portion of the ebbing water is diverted over the Sparrow Hawk, so as to deepen it.

On one point there was a unanimity of opinion among all parties, that to confine the outgoing current over what is now the bar must, by increasing the velocity, deepen the channel.

Reasons for present design.

In the position and direction of the piers which I have designed I have been influenced by various considerations, besides that of the removal of the bar. The following are the principal, viz. :—

1. To give heavy seas space to spread and spend themselves immediately after passing the piers; so that vessels, having got inside the piers, may be in quieter water; in a kind of outer harbour.

2. Not to lessen materially the extent or area of sloping sand, which is useful, not only for the above purpose, but also for vessels beaching upon it, in case of their being obliged to do so. Towards these objects I consider the particular form and depth of Prior's Haven to be favourable, and therefore I propose the north pier to start from the northern side of the haven, so as to include it in the harbour. This will also be better, as regards the use made of Prior's Haven by the inhabitants, than starting from the Spanish Battery, which would leave the haven outside.

3. To enable vessels entering with scant northerly or southerly winds to haul up close under either the north or south pier, and so to escape getting upon a lee shore, and (owing to the proposed height of the piers) to be sheltered from the violence of the winds: this they would be as soon as they should get inside or round the Heads, and would thus escape the dangers of the Herd Sand and the Black

Black Midden Rocks. From the action of the north to south current of flood tide being upon their broadsides, vessels are at present liable to be driven upon the Herd Sand, particularly when, from the want of depth of water upon the bar, they are but little under command of the helm. But with the piers as proposed, even if vessels were to get ashore, it would be in smoother water, and the danger to ships and crews would be much less than at the present time, when they are quite exposed.

4. To give to laden outward-bound ships shelter from the worst winds until they clear the pier heads and get into deeper water; and

5. To enable tug-boats to get further out to assist ships in entering or leaving the harbour.

Several of these advantages would be obtained from the North Pier only, and therefore I consider the North Pier as the more important, and the one which ought to be proceeded with at once; but I do not think that the cure of the present evils will be complete without the South Pier also. I have named the use of some south pier as a preventive to the wheel, which not only carries sand into the harbour, but prevents the fair run of the tide between the bar and the Narrows. In this I think nearly all the witnesses agree; but there is great difference of opinion as to the extent proper for the South Pier. The result of my consideration, which is also in conformity with the majority of the opinions I have received, is, that the South Pier should be carried out so far as to protect the entrance from southerly storms, and thus to lessen the danger of vessels being driven upon the rocks (*viz.* the Black Middens, Freestone Points, &c.) on the north side, which are naturally of a more dangerous character than the Herd Sand, on the south. In one respect, indeed, it may be argued, and with some show of reason, that the North Pier alone would rather increase the difficulty of vessels entering, by throwing off the flood tide, the tendency of which at present is to counteract the force of southerly winds upon vessels until they get inside the rocks that are off the Spanish Battery; but although the North Pier will throw off the current and change its direction, the wheel, or eddy tide into the harbour, will continue until it be shut off by a south pier of such a length as to confine the flood current entering the harbour to the width between the piers; and as this width is proposed to be only such as is required for the purpose of an entrance, the water flowing inwards, being through a channel of considerable depth, will not be likely to carry so much sand in with it. This would not be the case with a much shorter south pier, or with a wider entrance; but, as was remarked by some of the witnesses, there will be, during the execution of the works, the opportunity for the Commissioners to feel their way, observing effects as the South Pier proceeds, and regulating the extent of this pier accordingly.

North and South Piers.

I consider the quantity and velocity of the ebbing stream to be such as, with the removal of the "Stones," to secure a nearly straight channel in the comparatively short distance between the Narrows and the pier heads; but if side training should be required for removing any deviation from a proper channel course, this can easily be done at low water, and without exposing vessels to damage, should they come in contact and rub upon it.

Channel between Narrows and pier heads.

As to any interruption that the piers may offer to the full flow of tide into the harbour, I would only observe, that the flood current just outside the bar is at present little more than one mile per hour, and that the width between the piers is proposed to be 1,100 feet; while the total width of Shields Harbour opposite to the New Quay is only 920 feet, and at the Narrows still less.

Interfering with tidal flow.

Taking these considerations together, I do not think that the tendency which any construction would naturally have to throw off the flood tide would amount to a practical obstruction, but rather, that the width of entrance which I have proposed may be found to admit the heavy seas too freely, and that experience may show a further contraction to be desirable. The objects to be attained, on the one hand, are the removal of the bar, and shelter from heavy seas, and to make the width between the piers such as to accomplish these ends, without, on the other hand, excluding the flood tide, or increasing materially the velocity of the ebb during freshes, and so as not to interfere injuriously with the entrance of ships. If these objects are opposed to each other, absolute perfection in all of them is not to be expected; but such an arrangement should be attempted as

may effect the more important purposes, without producing a conflicting evil to an extent that may prove equally injurious.

Description of plan. A reference to the accompanying Plan and Sections will be more explanatory than any written description.

North pier. It is proposed that the North Pier shall start from the rocks under Tynemouth Castle. To have gone still further north, as to Light-house Point, would be attended with advantages, but would be considerably beyond the limit of deviation; the work would be longer, and in deeper water; and its construction would therefore be attended with greater expense. The general direction is nearly south-east; the length, 700 yards. The foundation, up to near low water, and the core or hearting, except at the head, will be deposited from barges or waggons; and the facing, from low water upwards, will be paved or walled, at such slope or angle from the perpendicular as the material will admit. The accompanying sections show walls nearly upright above low water. The extreme height or parapet of this pier is shown by the section to be 24 feet above high water. Below this is an esplanade, 12 feet wide, which may be so made as to afford shelter, in recesses underneath it, from the spray in storms; and 10 feet under the esplanade, a quay, 18 feet wide and 10 feet above high water. These are the supposed average dimensions.

South pier. The South Pier is proposed to start from the shore opposite to the workhouse, as in the Parliamentary Plan, and to take an E.N.E. direction; the length, as shown by the plan, being 1,400 yards. It is intended to be of somewhat similar construction to the North Pier, but on the average of less width and height, decreasing gradually from the head towards the shore.

Materials. Both piers are supposed to be of stone, the hearting being of rubble of all sizes; the facing, of large stone, laid in concrete or cement or mortar, where these can be used with effect. For the heads, copings, and other principal facings, well squared durable stone will be necessary. Mr. Brooks expects that a great proportion of the whole quantity of stone required will be supplied from Trow Point, which fronts the sea at about a mile south of the Tyne, and also from the lands west of Sharpness Point; and so far as our (Mr. Cooper's and my own) inspection of the rocks enabled us to judge of the quality of the stone, we think this, particularly as respects the south side, to be probable; but that for the facing of the walls and of the foreshores a still harder stone will be required. A railway may be laid along the shore quite to the South Pier; and the stone may also be boated across to the North Pier, should the quality of the intended north quarries be found inferior, which there is some reason to expect.

Lights. A light is supposed to be shown at each pier-head, which will be very valuable guides to the entrance.

Comparison of plan with former plans. I have stated the principal reasons for the plan submitted by me, and I do not see that the same objects could be effected by any other very different design. It varies in some respects from all the designs, but perhaps corresponds more nearly with the Parliamentary Plan of 1852 than any other. You, with Mr. Brooks as your professional assistant, appear to have profited by the observations and suggestions of others, and to have modified and improved upon former designs, as may be seen by reference to Mr. Brooks' Plans of 1832, 1845, 1848, and 1851, and the others before referred to. The North Pier of the Parliamentary Plan was projected to start from the Spanish Battery. In this respect, as well as in the shape and direction of the outer portion of both piers, and in the width of entrance, the principal differences exist. Indeed, in principle and substance, the accompanying Plan and Report may be considered as containing an abstract of parts of the designs or evidence of most of the scientific and practical witnesses; but all these gentlemen must pardon my saying, that the causes of some of the local complaints, for which they prescribe local remedies, will be removed by the operation of the outer piers; so that, at any rate, the execution of inner works had better be postponed until the effect of the outer works be tested. This observation applies particularly to the inner piers, which form a feature in Mr. Rendel's plan, and on which a good deal of evidence was given. To protect the cliff under the Old Barracks from being washed by heavy seas,

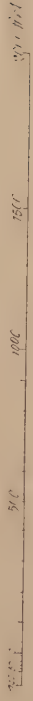
Inner works.

RIVER TYNE IMPROVEMENT.

PIERS AT ENTRANCE.

Plan referred to in the Report of James Walker, LL.D., F.R.S.L.&E.

DATED 15TH NOV^R 1853.



The Low Water Lines and the Outline of the Coast are taken from the Engraved Reduction of M. Comrie's Survey of 1849.

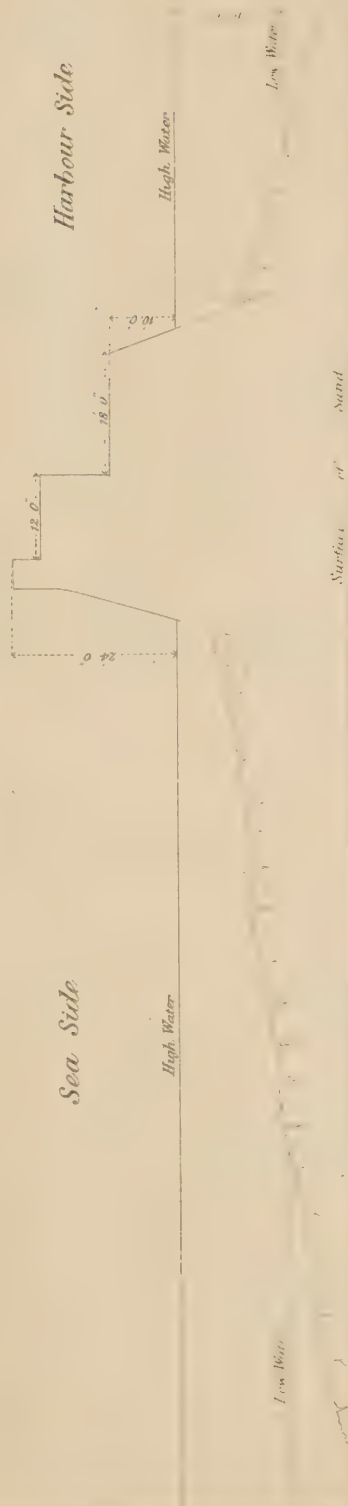
The dotted lines show the general depth in yards at Low Water of Spring Tides and are taken from Mr Calver's Survey of 1849.

TYNE IMPROVEMENT.

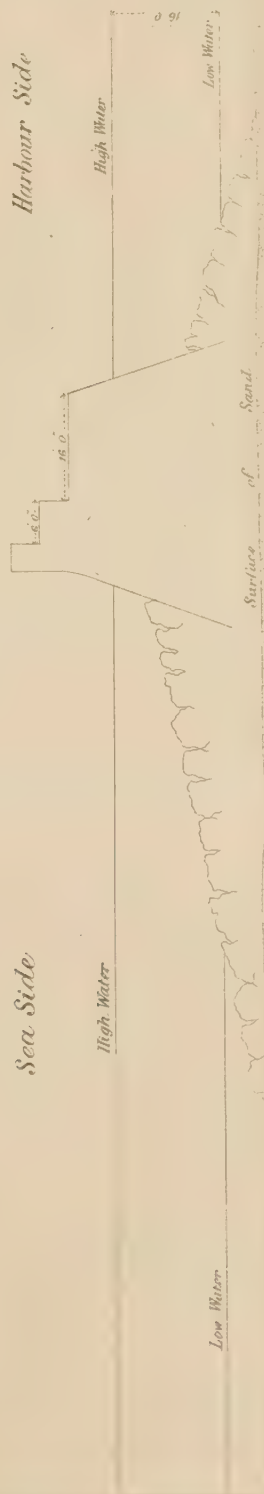
PIERS AT ENTRANCE.

Sections referred to in the Report of James Walker, LL.D. F.R.S. L. & E.

DATED 15TH NOV^R 1853.



North Pier—average section.



South Pier—average section.

0 10 20 30 40 50 60 70 80 90 100

seas, and the materials of it from being carried into the harbour, would be an undoubted advantage. This object would be more effectually and more cheaply accomplished by a wall under the cliff than by a pier or wall at the edge of the navigable channel; but there will be ample time for considering and determining on this also when the external South Pier shall be built, for a portion of its length, out from the shore.

I am, &c.
(signed) *James Walker.*

To the Tyne Improvement Commissioners,
&c. &c. &c.

TYNE PIERS.

Sir,

23, Great George-street, 21 April 1854.

THE Commissioners of the River Tyne Improvements inform me that they are making arrangements for proceeding with the works of the new piers at the entrance of the river, and that it is necessary they should do so without delay, in order to prevent the lapse of their power. Their Act contains a clause (51), "That previously to commencing the piers or any works under this Act, the Commissioners shall deposit at the Admiralty Office plans, sections, and working drawings of the said plans and works connected therewith, for the approval of the Lord High Admiral of the United Kingdom of Great Britain and Ireland, or the Commissioners for executing the office of Lord High Admiral aforesaid, such approval to be signified in writing under the hand of the Secretary to the Admiralty; and such piers and works shall be constructed only in accordance with such approval."

The plan and sections have been for some time deposited at the Hydrographer's Office; and I am desired by the Commissioners to request you to move their Lordships to approve the same, and to let such approval be certified by your signature.

I enclose a print of my report to the Commissioners, which accompanied the plans.

I have, &c.
(signed) *James Walker.*

The Secretary to the Admiralty.

Sir,

Newcastle-upon-Tyne, 22 April 1854.

As the Tyne Improvement Commissioners are making arrangements for proceeding with the works of the new piers at the entrance of the river, I beg to refer you to the 51st clause of the "Tyne Improvement Act, 1852," which provides "that previously to commencing the piers or any works under this Act, the Commissioners shall deposit at the Admiralty Office plans, sections, and working drawings of the said piers and works connected therewith, for the approval of the Lord High Admiral of the United Kingdom of Great Britain and Ireland, or the Commissioners for executing the office of Lord High Admiral aforesaid, such approval to be signified in writing under the hand of the Secretary of the Admiralty, and such piers and works shall be constructed only in accordance with such approval."

As the plans and sections of those piers, prepared under the direction of Mr. Walker, the engineer recommended by the Lords of the Admiralty for this purpose, have been for some time deposited at the Hydrographer's Office, I am directed by the Commissioners to request that you will obtain their Lordships' approval of the same, and that such approval may be certified in writing under your hand.

I may add, that as those plans have received the approval of the Commissioners, it is requisite that the works should be immediately commenced with, in order to prevent the lapse of the time limited by the Act for that purpose.

I have, &c.
(signed) *John Clayton.*

The Secretary to the Admiralty.

Sir,

Admiralty, 12 May 1854.

I AM commanded by the Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of 22d April, in which you state that the Tyne Improvement Commissioners are making arrangements for proceeding with the works for the proposed piers at the entrance of the river, and in which you refer to the 51st section of the Act of 1852, which enacts, "That previously to commencing the piers, or any works under the Act, the Commissioners shall deposit at the Admiralty Office plans, sections, and working drawings of the said piers and works connected therewith, for the approval of the Lord High Admiral of the United Kingdom of Great Britain and Ireland, or the Commissioners for executing the office of Lord High Admiral aforesaid, such approval to be signified in writing under the hand of the Secretary of the Admiralty, and such piers and works shall be constructed only in accordance with such approval."

You state that the plans and sections of the piers have been for some time deposited at the Hydrographic Office, and request their Lordships' approval thereof; and in reply to such request, I am directed to state that as yet no working plans, properly so called, have been deposited with the Admiralty, on which specifications and estimates could be founded, and I am directed by their Lordships to state that, if the Commissioners are in possession of these last, it is desirable they should be forwarded to the Admiralty.

In undertaking so large a work, it seems necessary that detailed estimates should be arrived at, and that borings on the lines of the foundations should be taken, sufficiently numerous to arrive at the quantity of stones likely to be absorbed by the sands, and the cost thereby incurred.

It is also desirable to know how far funds may be forthcoming to carry out the proposed piers and works, and the estimated time for completing the same, and until these particulars have been furnished, their Lordships would not be warranted in sanctioning a work, the cost of which had not been calculated, and the means of completion provided for, and it is the more necessary that this should be carefully and minutely attended to, if the Commissioners have any conception that application will be made to Government to complete a work now proposed to be commenced upon.

I am directed therefore to request that the Commissioners will furnish these documents and statement, and in the meantime there seems to be no reason whatsoever why the nine-feet bar should not be immediately removed, it being a work which all parties agree should be accomplished, and which their Lordships have insisted on being done.

I am, &c.

(signed) *W. A. B. Hamilton.*

John Clayton, Esq.,
Secretary to the Tyne Improvement Commissioners,
Newcastle-upon-Tyne.

Sir,

7, Suffolk-street, Pall Mall, 18 May 1854.

I HAVE the honour to acknowledge the receipt of your letter of 12th instant, in reply to my letter of 22d April last, on the subject of the Tyne Piers.

I take the liberty of reminding the Lords Commissioners of the Admiralty that on 6th May 1853, they required of the Tyne Commissioners, who acquiesced in that requirement, "That the plans of works, when completed by Mr. Walker, (who was originally introduced to the Tyne Commissioners as the Admiralty Inspector) should be final, and accepted by the Tyne Commissioners, and not to be deviated from, unless with the concurrence of the Admiralty." That Mr. Walker, after a prolonged and careful examination of evidence, made his report on 15th of November last, in which he laid down the plan and section for the erection of the works; and that the Commissioners are bound to execute the works according to that plan and the sections attached to it, unless the Admiralty shall hereafter authorise any deviation.

I have to state, in reply to your letter of the 12th instant, that sufficient borings have been made on the lines of the foundations of the piers, and an
enlarged

enlarged plan, with sections of the works prepared by Mr. Walker, has been deposited in the Hydrographic Office, which plans and sections, as the Tyne Commissioners are assured by Mr. Walker, contain the working plans, so far as they can at present be prepared. The future details must depend on the character of the stone to be procured from quarries which have not yet been explored, and the extent to which the materials may be absorbed in the foundations of the piers, which appear from the borings to be altogether in sand. The same causes prevent any precise estimate being now made, but the Commissioners, forming their judgment on the best information and the best advice they are able to obtain, estimate the cost of completing the works at from 300,000*l.* to 400,000*l.*

With respect to the funds for the execution of these works, I can only say that they have been provided by the Legislature, in the shape of a tonnage rate on shipping frequenting the River Tyne, which commenced from the passing of the Act of 1852. The annual produce of this rate is at present 12,000*l.*, or thereabout, but the rapidly increasing commerce of the Tyne will occasion a considerable augmentation of the annual produce, and the Tyne Commissioners have the power of borrowing at any time 200,000*l.* on security of this rate. They recently made an application to Government, which was not successful, for pecuniary aid in prosecuting the work, not so much from any feeling of the insufficiency of their own funds, but because they conceived it to be just that the nation should contribute to a work not less of national than of local importance. The Legislature has limited the time for the completion of the works to seven years from the passing of the Act, but if that time should be found insufficient, the Commissioners will apply to Parliament for its extension. The nine-feet bar to which you allude, I can venture to say will be removed during the present summer.

In conclusion, I respectfully call the attention of the Lords Commissioners of the Admiralty to the 44th section of the Act, which renders it imperative on the Tyne Commissioners to commence these works on or before the 17th June next; and in the names of the Tyne Improvement Commissioners, I beg that the approval of their Lordships may be given to the plan of the works deposited in the Hydrographic Office.

W. A. B. Hamilton, Esq.,
Admiralty.

I have, &c.
(signed) *John Clayton.*

Sir,

Admiralty, 29 May 1854.

I AM commanded by the Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of 18th instant, requesting the Admiralty approval to the plans and sections for piers at the entrance to the River Tyne, and which were lodged at the Hydrographic Department of the Admiralty on or about 12th December last; and in reply thereto, I am directed to observe, that the plans and sections of works alluded to are not understood as the working plans required by the Act, and without any estimate on the part of the Commissioners, the works are considered likely to cost not less than 600,000*l.*, or three times the amount contemplated by the Act: that the approximate estimate mentioned in your letter of 18th instant, viz., from 300,000*l.* to 400,000*l.*, is understood to be in respect to the section of Mr. Brooks, and not to that deposited on 12th December, and for which Mr. Walker is responsible.

In leaving the decision of the case in Mr. Walker's hands, as proposed in your letter of 18th April 1853, their Lordships were under the impression that he would be limited by the Commissioners within the sum contemplated by the Act, or within a reasonable margin thereof, but which does not appear to have been the case.

Their Lordships are, however, desirous to avoid causing any delay or difficulty to be placed in the way of the Tyne Commissioners; and if, in consequence of the unexpected and great cost of the piers proposed by Mr. Walker, they have any deviations to propose, their Lordships will give the same their best consideration; but if they adhere to the deposited plan, the Admiralty can only assent to so much of the works as will come reasonably within the cost, and within the provisions and intentions of the Act, viz., their Lordships will assent

14 CORRESPONDENCE ON THE CONSTRUCTION OF WORKS

to the construction of the North Pier on the section of Mr. Walker, to the extent of 1,400 feet from the shore, and to laying down of so much of the core of the South Pier as shall constitute a rubble-stone dyke up to high-water mark, and to an extent not exceeding 2,800 feet from the shore, and that when the Tyne Commissioners relieve the Admiralty of the difficulty and responsibility of assenting to works without sufficient estimates and funds, their Lordships will assent to the extension of the work.

John Clayton, Esq.,
7, Suffolk-street, Pall Mall.

I am, &c.
(signed) *W. A. B. Hamilton.*

Sir,

Newcastle-upon-Tyne, 8 June 1854.

I HAD to-day the opportunity of laying your letter of 29th ultimo before the Tyne Improvement Commissioners, who desire me to acknowledge its receipt, and to express their entire approval of the course of proceeding which the Lords of the Admiralty have prescribed, to which they, the Commissioners, will strictly adhere.

They have fixed Thursday next for laying the first stone of each pier.

W. A. B. Hamilton, Esq., Secretary,
London.

I have, &c.
(signed) *John Clayton.*

My Lords,

Newcastle-upon-Tyne, 18 January 1855.

By the direction of the Tyne Improvement Commissioners, I have the honour to submit for your Lordships' approval the working drawings and specifications for 500 feet in length of the North Pier, and for 2,800 feet in length of the core of the South Pier, which have been already delivered at the Admiralty by Mr. Clay and Mr. Robinson, two of the Commissioners.

I shall be glad to receive an early communication of their Lordships' assent to these working drawings and specifications.

To the Lords of the Admiralty.

I have, &c.
(signed) *John Clayton.*

Sir,

Admiralty, 22 January 1855.

I HAVE to acknowledge the receipt of your letter of 18th January, in which you request their Lordships' assent to working plans for the North and South piers at the mouth of the Tyne, left at the Harbour Department by Messrs. Clay and Robinson, two of the Commissioners, and in reply thereto, I am commanded to state that their Lordships have given full consideration to the subject, and regret to find that considerable difficulty has arisen in the matter.

The Tyne Commissioners must be fully aware that after great variance of opinion, it was proposed that the plans of the piers should be referred to an engineer of standing, in whom their Lordships, the Tyne Commissioners, and the public might place full confidence, and who should take the entire responsibility of his own recommendation, as the best guarantee for obtaining a well devised plan of the structures. The Tyne Commissioners proposed Mr. Walker to be the engineer selected, in which proposal their Lordships concurred.

On the 15th November 1853, Mr. Walker forwarded his report on the case, with two plans, one showing the outline of the North and South Piers which he proposed, and the other profiles of the North and South Piers to scale.

Their Lordships saw the difficulty of assenting to the entirety of plans of such vast extent as those proposed by Mr. Walker, and for the execution of which there were no adequate funds; but in order that no time should be lost, their Lordships stated their readiness to assent to the construction of 1,400 feet of the North Pier, on the section of Mr. Walker, and to laying down 2,800 feet of rubble-stone hearting, or core, of the South Pier, across the Herd Sand; but their Lordships perceive that the working plan of the North Pier, as lately left at the Admiralty for assent, is not in conformity with the profile of Mr. Walker,

and

and that the cross sections of the South Pier do not show merely the core of that breakwater, but a finished section of the work; and their Lordships regret that they see no reason to alter their decision of 29th May 1854 in this particular.

I am further directed to recall your attention to the basis of the agreement, that by the employment of an engineer of great standing in his profession, it was intended to throw the whole responsibility of the work on him, as a guarantee to all other parties interested, and that his skill and judgment should not be confined to the mere outline of the piers, but be equally applied to the construction, viz., that Mr. Walker should be responsible for the working plans, the description of material used, and the specification of work and its execution.

Their Lordships do not perceive that Mr. Walker has been consulted, or has approved of the works for which the Admiralty assent is now asked; but unless that be the case, Mr. Walker's responsibility in his own plans will be entirely lost, and there will be no guarantee to the Lords Commissioners of the Admiralty, or to the general interests of the Tyne, that the work will be successfully carried out, or, in case of failure of the work, where the responsibility would rest.

Their Lordships therefore trust that the engineer who designed the works will be enabled to see them carried out on the details which he conceives necessary to their success and safety.

I am, &c.
(signed) *W. A. B. Hamilton.*

John Clayton, Esq.,
Clerk to the River Tyne Improvement
Commissioners,
Newcastle-upon-Tyne.

Sir,

Newcastle-upon-Tyne, 5 February 1855.

I AM directed in the names of the Tyne Improvement Commissioners to acknowledge the receipt of your letter of 22d ult.

If the Lords of the Admiralty will be pleased to refer to my letter of 18th April 1853, and their Lordships' reply of 6th May 1853, and to my letter of 14th June following, their Lordships will find, that the reference to Mr. Walker was confined to the settlement of the plans of the piers, and had no connexion with the execution of the works, and that the engagement of the Commissioners, founded on that correspondence, was concluded by Mr. Walker's report of 15th November 1853.

The Commissioners would gladly avail themselves of the assistance of Mr. Walker in the execution of the works, in case they find they can do so on a satisfactory footing, but they must assert their right to appoint such engineers as they see fit to carry out the plans agreed upon; this the Commissioners feel themselves bound to do, but with all possible respect towards the Lords of the Admiralty.

The Tyne Improvement Act, 1852, section 51, provides that the Tyne Improvement Commissioners shall deposit at the Admiralty Office plans, sections, and working drawings of the piers for the approval of the Lords of the Admiralty.

The Commissioners have discharged their duty by depositing in the Admiralty Office plans, working drawings, and sections of 500 feet of the North Pier, and of 2,800 feet of the core of the South Pier (withdrawing the finished section of the South Pier), and they respectfully ask of their Lordships to signify their approval of the same, or if they disapprove, to state the grounds of such disapprobation.

I have, &c.
(signed) *John Clayton.*

W. A. B. Hamilton, Esq.,
Admiralty Office, London.

Sir,

Admiralty, 8 February 1855.

I HAVE to acknowledge the receipt of your letter of 5th instant, in answer to their Lordships' letter of the 22d January, on the subject of the piers at the mouth of the Tyne, in which you request their Lordships' reference to your letter of 18th April 1853, their Lordships' reply of 6th May, and your letter of 14th June 1853, from which you arrive at the conclusion,—first, that the settlement of the plans of the piers had no connexion with the execution of the works; secondly, that the engagement of the Commissioners (founded on that correspondence) was concluded by the delivery of Mr. Walker's report of 15th November 1853.

Their Lordships are quite willing to admit that the engagement with the Tyne Commissioners did not include the execution of the works, and their Lordships, in their letter of 22d ultimo, only drew attention to that point as a desirable guarantee to all parties interested, that the works be carried into execution by the author of the scheme, who it is proposed to make responsible to the country for a successful measure.

Their Lordships are, however, distinctly at issue with the River Tyne Commissioners, "that their engagement was concluded when Mr. Walker delivered his report of 15th November 1853." That report has reference to the mere outlines of piers at the mouth of the Tyne, which constituted a necessary, but quite an elementary, step in the undertaking.

Any person may draw outline piers, but talent and professional skill are most required in devising and describing the means by which such outline works may be carried out to a successful conclusion, and of a permanent stability.

In their Lordships' letter of 6th May 1853, it is stated, "that their Lordships have long felt the necessity of placing the entire responsibility of the plans for the works at the entrance of the Tyne with an eminent engineer." This is obviously synonymous with the responsibility of the entire plans; and subsequently, in the same letter, it is stated, "it should be understood that the plans of works, when completed by Mr. Walker upon his individual responsibility, &c. &c." But the entire plans have not yet been made nor completed by Mr. Walker, what he has proposed being mere outlines of foundation for the building he proposes to erect; and that he is prepared to make plans and specifications for the structures, when called upon, is manifest, as he never could have recommended an outline of piers, the means of conducting which to a successful termination he had not fully satisfied himself of, and on which he was not prepared to stake his professional reputation; but the Tyne Commissioners seem to be of a different opinion, and that any engineer might be called upon to build his own details upon Mr. Walker's foundations; but should their Lordships, for sake of argument, adopt this view of the case, the 51st clause of the Act requires plans, sections, and working drawings of the said piers and works connected therewith, to be subject to the approval of the Admiralty. Such plans, prepared by another engineer, were left by Mr. Clay, one of the Tyne Commissioners, at the Harbour Department of the Admiralty, in the middle of January last, and if the engagement, as regards Mr. Walker, be considered at an end, their Lordships have now to decide on the detailed drawings, under the terms of the Act; and I am directed to state that their Lordships regret they cannot approve of the detailed plans left by Mr. Clay, for their Lordships' assent, a position which revives the old question of "who is to decide?" and the necessity of again appointing an engineer, in whom their Lordships, the Tyne Commissioners, and the public may place confidence.

In conclusion, I am directed to state that their Lordships do not consider Mr. Walker has completed his plans of works; and they earnestly recommend that he be called upon to do so, with such ample descriptions and specifications, as will allow no mistake to arise as to the construction of the works, and as will enable him to retain the responsibility.

I am, &c.

(signed) *W. A. B. Hamilton.*

John Clayton, Esq.,
Clerk to the Tyne Improvement Commissioners,
Newcastle-upon-Tyne.

Plans and specifications herewith returned.

Sir,

Newcastle-upon-Tyne, 22 February 1855.

IN reply to your letter of the 8th instant, and for the information of the Lords of the Admiralty, I have the satisfaction to state that the Tyne Improvement Commissioners have now concluded an arrangement with Mr. Walker, not only for the preparation by him of the detailed plans, working drawings, and specifications for the piers, but also for the execution of the works on his responsibility.

The detailed plans, working drawings, and specifications of 2,800 feet of the core of the South Pier, and of 1,400 feet of the North Pier, will be submitted to you by Mr. Walker.

I have, &c.

W. A. B. Hamilton, Esq., &c. &c.
Admiralty, London.

(signed) *John Clayton.*

[*Note.*—This last letter has been received since the receipt of the Order of the House of Commons, but to make the case complete, it is considered proper to add it to the other papers.]

TYNE CONSERVANCY.

COPIES of CORRESPONDENCE connected with the CONSTRUCTION of certain WORKS at the Mouth of the River *Tyne*, between the Admiralty, the Officers of the River Tyne Commissioners (Messrs. *Clayton & Brooks*), and Mr. *James Walker*, C. E. (as far as the Admiralty is concerned), since the 24th day of February 1853.

(*Mr. Macartney.*)

*Ordered, by The House of Commons, to be Printed,
7 March 1855.*

[*Price 9 d.*]

108.

Under 4 oz.

WAR WITH RUSSIA.

RETURN to an Order of the Honourable The House of Commons,
dated 18 June 1855;—for,

COPIES "of LETTERS dated June 1855, from Rear-Admiral the Honourable
R. S. Dundas, reporting that the Russians had Fired on a Flag of Truce."

Admiralty, }
18 June 1855. }

JOHN JONES DYER,
Chief Clerk.

COPIES of LETTERS from Rear-Admiral the Honourable *R. S. Dundas*,
reporting the Proceedings of Her Majesty's Ship "Cossack," and the Loss
of Officers and Men at *Hango*.

(No. 162.)

"Duke of Wellington," at anchor,
Tolboukin Lighthouse, E. S. E. 3 miles,
9 June 1855.

Sir,

I HAD the honour to transmit on the 2d instant, with my letter, No. 130, a report of proceedings received from Captain Fanshawe, of Her Majesty's ship "Cossack," who, in compliance with my directions, had satisfactorily examined the anchorages and channels in the vicinity of Hango Head; but it has now become my most painful duty to forward, for the information of the Lords Commissioners of the Admiralty, a report which I have received from that officer, detailing occurrences in the same locality which have led, in the most distressing manner, to the sacrifice of the lives apparently of not less than 16 officers and men, although I am still disposed to indulge the faintest hope that some few may be yet alive.

In explanation of this report, it may be proper for me to inform their Lordships, that in the destruction of coasting vessels in the course of hostilities within the Gulf of Finland, I have considered that I am carrying out the views of Her Majesty's Government in endeavouring to visit with as little severity as possible, the evils of war upon the poorer classes of the inhabitants, who are in the habit of earning a living in the smaller vessels upon the coast, and it may be useful that I should transmit upon this occasion a copy of a General Memorandum which I had issued upon this subject. It was in accordance with the spirit of this instruction that I had given permission to Captain Fanshawe to take a favourable opportunity to release two persons who had been detained by him as prisoners in one of the vessels referred to in his former report of the 30th May, and who had expressed a wish to be released near Hango; and it is melancholy to consider that, consequent on this act of leniency, an opportunity has been afforded to the enemy to inflict upon us a most severe loss, under circumstances of extreme cruelty, if not in direct violation of the ordinary usages of war.

I transmit, however, for their Lordships' further information, a copy of a letter which I have forwarded to Captain Fanshawe, ordering him forthwith to rejoin my flag, and calling for further explanations upon the subject.

Their Lordships will gather from the questions which I have addressed to him, the views which I am at present disposed to adopt in reference to this melancholy loss; but I abstain for the present from communication with the military authorities of the district in the absence of further information.

I have, &c.

(signed) *R. S. Dundas*,

Rear-Admiral and Commander-in Chief.

The Secretary of the Admiralty,
&c. &c. &c.

29 May 1855.
See p. 4.

8 June 1855.
See p. 4.

H. M. Steam ship "Cossack,"

Nargen Islands, 6 June 1855.

Sir,

It is with the deepest concern that I have to report to you the destruction of a cutter's crew and the officers who went into Hango with a flag of truce yesterday, the 5th instant, in order to land the three prisoners who had been taken with some merchant vessels by Her Majesty's ships "Cossack" and "Esk," and also four others to whom I gave a passage to Nargen, they having received their liberty from the prize officers of the vessels captured by Her Majesty's steam ship "Magicienne."

The ship having arrived off Hango Island yesterday forenoon, the boat was despatched at 11 a.m. in charge of Lieutenant Geneste, with orders to land the above persons, and to return without delay, taking care that no one straggled from the boat. The officers' stewards were allowed to go in the boat on the same conditions, as was also, at his request, Mr. Easton, surgeon of this ship.

The enclosed statement of what occurred on the boat's approaching the shore is that of the only man who has returned alive, and I have every reason to believe it correct.

Finding that the boat did not duly return, I sent the first lieutenant, about half-past 4 p.m., in the gig, also with a flag of truce to ascertain the cause of the delay; and as neither had returned at the close of the day, I anchored with this ship and the "Esk" in the inner roads.

The gig returned about half past 8, after a long search, having discovered the cutter hauled within a small jetty, and containing the dead bodies of two or three of her crew.

It being then late, I made arrangements that the ships should weigh at half-past 2 o'clock a.m., and take positions as close to the inner village and telegraph station as possible; and as I then supposed that the rest of the crew and officers had been made prisoners, I proposed to send in a letter to the nearest military authority demanding that they and the boat should be given up.

But whilst getting under way the cutter was observed to leave the shore with one man at the stern, who was endeavouring to scull her out. I therefore immediately sent a boat to her assistance, which brought her on board, and she was found to contain the dead bodies of four of the crew, which were riddled with musket balls.

The man who came out in the boat made the accompanying statement of the details of this atrocious massacre; he is very dangerously wounded in the right arm and shoulder, and was left for dead in the boat; but the account he gives of what he saw before he was struck down is clear and consistent, viz.; that on the boat reaching the jetty, Lieut. Geneste, Mr. Easton, surgeon, Mr. Sullivan, master's assistant, and the Russian prisoners stepped on shore, and advanced a few paces, Lieutenant Geneste carrying and waving the flag of truce. On their landing a large party of soldiers, commanded by an officer, who spoke English, appeared suddenly, and advanced in a threatening manner. The officers then pointed to the flag of truce and claimed its protection, and also endeavoured to explain the reason of their landing, but of no avail. A volley of musketry was immediately fired at them, which killed them, and also some or all of the Russian prisoners; volleys were then fired into the boat, by which all were struck down, and the assailants then rushed into the boat and threw most of the bodies overboard, and then removed the arms and ammunition which were stowed underneath.

Neither before nor during this indiscriminate slaughter was any resistance made, nor hostile intention shown by the boat's crew with the flag of truce, the muskets that were in the boat not having been loaded, and being in the bottom of the boat; and therefore there appeared to be nothing to justify this barbarous infringement of the usages of war.

I therefore opened fire with both ships upon the place, at about 600 yards distance; but it was not returned either with rifles or artillery; and a thick fog having come on shortly afterwards, I ceased firing, and withdrew the ships, the position which they were in not being one in which they could with safety remain at anchor.

I enclose herewith the names of the officers and men who have met their deaths on this occasion.

I have, &c.

Rear-Admiral Hon. R. S. Dundas, c. B.

(signed) E. G. Fanshawe.

&c. &c. &c.

LIST of OFFICERS and CUTTER'S CREW who were killed at *Hango* on the 5th June 1855.

NAMES.	QUALITY.
Louis Geneste - - - -	Lieutenant.
R. T. Easton - - - -	Surgeon.
Charles Sullivan - - - -	Master's assistant.
Edward Thompson - - - -	Leading seaman.
Benjamin Smith - - - -	Able seaman.
James Cornwall - - - -	Ordinary seaman.
John Gliddon - - - -	Able seaman.
George Boyle - - - -	Ordinary seaman.
William Roskelly - - - -	Ordinary seaman.
Thomas Stokes - - - -	Ordinary seaman, second class.
John Haughey - - - -	Stoker.
Francis George - - - -	Ordinary seaman.
Owen Francis - - - -	Able seaman.
William Linn - - - -	Captain's steward.
William Banks - - - -	Gun-room steward.
John Lorton - - - -	Subordinate officer's steward.

H. M. S. "Cossack,"
6 June 1855.

(signed) *E. G. Fanshawe,*
Captain.

H. M. S. "Cossack," Hango, 6 June 1855.

ABOUT a quarter to four o'clock, John Brown, ordinary seaman, after being taken to the Sick Bay, stated, that on the cutter, with a flag of truce flying, getting alongside the small jetty at the village, the officers and liberated Russian prisoners jumped out, and Lieutenant Geneste held up the flag of truce, and told the Russians (who had assembled close to the water and on the jetty to the number of about 500, dressed as riflemen, and armed with muskets, swords, and bayonets,) what it meant, and why they had landed.

The old Fin (meaning the captain of the prize "Johanna") also explained to them, but they said they did not care for flags of truce there, and would show them how to fight the Russians, or words to that effect. A volley was immediately fired at the officers and liberated prisoners, and then into the boat.

When all were supposed to be killed, the Russians jumped into the boat, and after throwing the bodies of the men lying on the arms, in the bottom of the boat, overboard, took away all the arms, magazine, &c. Brown, though dangerously wounded (having received two shots through the right fore-arm, and one in the shoulder where the bullet lodged), managed in the morning to get up and scull the cutter out. He states that when about 200 yards from the jetty, about 200 men came running down from the telegraph.

To Mr. *Wise*.—I am positive that the officers were shot down at once, and before they fired into the boat.

To Mr. *M'Kenna*.—The Russian prisoners were also shot down while on the jetty.

To Messrs. *M'Kenna* and *Wise*.—The boat went straight in to the landing-place. The Russians spoke English; and the person who led them, from his dress and appearance, seemed to be an officer.

Dr. Easton was the first officer who fell. The old Finnish captain took the flag of truce from Mr. Geneste, and waved it, shouting, "Flag of truce! Truce!" but the Russians yelled, and fired upon them. Before the men could do anything they were fired upon, and the Russians with cutlasses jumped into the boat. The Russians did not use their cutlasses.

Geo. H. L. Wise, Paymaster.
Arthur M'Kenna, Assistant Surgeon.

R. S. Dundas, Rear-Admiral and Commander-in-Chief.

GENERAL MEMORANDUM.

"Duke of Wellington" at anchor,
Tolboukin Lighthouse, East 16 miles, 29 May 1855.

It is my direction that all coasting vessels, undoubtedly Russian property, which may be met with, passing and repassing within the Gulf of Finland, and not of sufficient value to be detained as prizes, are to be destroyed, but no injury is to be done to boats or small craft which may be found empty at anchor, and not trafficking.

This order, however, is not intended to preclude the exercise of the discretion of officers in special cases where the owners of vessels may be obviously poor and harmless; but the rule above ordered is to be generally observed, and made known, as far as possible, to all the owners of coasting vessels, it being the object to prevent, generally, all traffic along the coast.

(signed) *R. S. Dundas*,
Rear-Admiral and Commander-in-Chief.

To the respective Flag Officers, Captains, Commanders,
and Commanding Officers of Her Majesty's Ships
and Vessels under my orders.

Sir,
"Duke of Wellington" at anchor,
Tolboukin Lighthouse, E. S. E. 3 miles, 8 June 1855.

I HAVE to acknowledge the receipt of your letter of the 6th instant, No. 4, with its enclosures, reporting the painful circumstances under which a serious loss of officers and men has been sustained in consequence of a boat belonging to the ship you command having been detached for the purpose of landing and releasing prisoners upon the coast of the enemy; but much as I must regret the losses which have occurred, and sensible as I am of the distress which such occurrences are calculated to excite in the mind of any officer entrusted with command, it has nevertheless become my duty to call your attention to some important omissions in your report, and to several explanations which are necessary, not only to enable me to form a correct judgment upon the conduct of yourself and the officer who has been unfortunately sacrificed on the occasion, but which are due also to the character of an enemy who is charged with the grave crimes of having violated the good faith of a flag of truce, and the indiscriminate massacre of prisoners about to be released and the unarmed and defenceless crew of a boat employed upon such a service. I have therefore to direct that you will furnish me with full and exact reports upon the following queries:—

1st. What were the circumstances which rendered it necessary to select an opportunity for landing the prisoners in question when the boat was unsupported by the immediate presence of the ship you command, and when the display of a flag of truce from her own masthead would have obviated all misunderstanding as to her object?

2d. What were the particular instructions given to the officer in charge of the boat, and what opportunities were afforded to the enemy to grant or to reject conditions of truce before the party had actually landed upon his coast?

3d. What was the distance of the boat from the ship when last seen previous to her landing, and what at that time was her distance from shore?

4th. When and at what distance from the shore was a flag of truce first displayed, and were any blank guns or muskets fired at the moment, and is the officer in charge of the boat supposed to have had any reason for believing it to have been acknowledged by the enemy on shore?

5th. At what distance from the shore were the riflemen of the enemy first seen on the "jetty" by the crew of the Cossack's cutter.

6th. Was

6th. Was any assent, implied or understood, supposed to have been granted by the Russian officer on shore to the landing of the prisoners or crew?

In directing your attention to the importance of accurate replies to the foregoing queries, I have to remind you that the spot at which these melancholy losses have been sustained had been recently visited by the ship you command, and acts of hostility had been committed in that vicinity. There was, therefore, good reason to consider that the attention of the enemy might be directed to its protection, and every proper precaution should have been taken. I cannot but regret, therefore, that persons whose services were not necessary on the occasion were permitted to proceed in the Cossack's boat; and I have to remark that such permission was not calculated to impress upon others the importance of proper vigilance and of due attention to forms in communicating by flag of truce.

On the receipt of this letter you will repair immediately to this anchorage to rejoin my flag.

I am, &c.

(signed) *R. S. Dundas,*

Rear-Admiral and Commander-in-Chief.

Captain E. G. Fanshawe,
H.M.S. "Cossack."

(No. 169.)

"Duke of Wellington," at anchor,
Tolboukin Lighthouse, E. S. E. 3 miles,
11 June 1855.

Sir,

I HAVE to report, for the information of the Lords Commissioners of the Admiralty, that Her Majesty's Ship "Cossack" rejoined me this morning, and I have now the honour to transmit, for their Lordships' information, further reports, which I have received from Captain Fanshawe, in reply to the inquiries contained in my letter of the 9th instant, No. 162.

After full consideration of the explanations afforded, and after personal communication with this officer on the subject, I am entirely at a loss to discover any circumstances which can serve to excuse or to palliate the conduct of the enemy, by whom the cruel and unnecessary slaughter of the "Cossack's" boat's crew has been perpetrated.

No precaution appears to have been omitted by the officer in charge of the boat to make known the object of his mission, and if their Lordships should see reason to regret that she was detached beyond the reach of protection from the ship, I feel assured they will do full justice to the explanations of Captain Fanshawe.

I regret to add that he has informed me little or no hope can be entertained that any of the officers or crew have survived, and that repeated wounds were inflicted upon several of them with the most reckless cruelty; but it is my intention to take the earliest opportunity to endeavour to communicate with the authorities at Helsingfors.

I have, &c.

(signed) *R. S. Dundas,*

Rear-Admiral and Commander-in-Chief.

The Secretary of the Admiralty,
&c. &c. &c.

H. M. Steam ship "Cossack," at Sea off Siskar,
11 June 1855.

Sir,

In replying to the points connected with the assault upon the boat of this ship, upon which you desire additional explanations, I would premise that I sent her in the full belief that a boat with a flag of truce flying, detached from a ship stationed off the enemy's coast, was entitled either to be warned off before approaching the shore, or to be ordered off on reaching the shore before her communication was received, or to have an opportunity of making that communication to a person appointed by the enemy; and I was persuaded that a boat complying with these conditions was perfectly safe from molestation, and that while she did so no misunderstanding could arise.

11 June 1855.
infra.
11 June 1855.
See p. 7.

I will now proceed to answer your queries.

1st. The opportunity was the first that had presented itself, and as it appeared a favourable one I sent a flag of truce in immediately on my arriving at Hango. It was in respect of what I believed to be the proper form of sending a flag of truce that I did not take the ship into the inner roads, for I believed that it was in accordance with usage that the ship should stay out of gun-shot on such an occasion. I stood into the Island of Rus, on, about two and a quarter miles from the village of Hango, and thence sent the boat, and I then stood off and on to the same spot. Remaining for this reason on the ordinary station for a blockading ship, I believed that I complied with custom in not hoisting a flag of truce on board my own ship, but only in the boat detached.

2d. The instructions given by me to the officer in charge of the boat were to proceed with the flag of truce to the landing-place at the village of Hango; if any troops were there to ask to communicate with the officer in command, to explain the reason of the boat coming in, namely, to land the liberated Russian prisoners, and to ask leave to do so. If no troops were there, he was to land the liberated prisoners at the landing-place, with all their luggage, and to return on board without delay. He was at liberty in the latter case to allow the officers' stewards to purchase any article offered at the boat by the villagers, provided that no detention of the boat was occasioned thereby. I also directed him, should he be questioned as to the manner in which the blockade would be enforced with reference to coasters, to explain the intentions set forth in your memorandum on the subject, as clearly as possible.

He was charged not to allow any one to stray from the boat, and also to be careful that no injury was done to property at the landing-place, and none of it removed. The position of the ship, and the course of the boat from the ship to the landing-place, was in full view of the telegraphic station which overhangs the village, and the boat took about three-quarters of an hour to reach the shore. It was therefore open to the enemy either to have warned her off by firing with blank cartridge, or to order her off on her approaching within hail.

3d. The boat was about two miles from the ship when last seen previous to her landing, and less than half a mile from the landing-place, there being a small rocky islet which then shut her in from the ship.

4th. The flag of truce was first displayed when about half way from the ship to the shore, or rather more than a mile from the shore. No blank guns or muskets were fired, but the flag, which was on a boarding-pike, was, by Lieutenant Geneste's orders, kept clear in a good position to be seen.

The officer in charge could have no reason to suppose either that it was acknowledged or rejected by the enemy, as they were not to be seen, and the place appeared deserted.

5th. But one man, and he not a soldier (who ran away as the boat approached), was seen from the cutter before she reached the jetty.

The officers and prisoners had landed, and the baggage was removed from the boat to the wharf before the troops were seen. They came out suddenly from behind a cover of some houses or rock, and rushed down firing their muskets. Before stepping on the wharf, Lieutenant Geneste gave the crew strict orders to remain in the boat, and to be careful not to touch anything on the wharf. When the Russians first appeared, he was on the wharf with the other officers, about four or five paces from the boat with the flag of truce in his hand, which he immediately waved, and called out flag of truce. The person who headed the soldiers replied, that "they did not care about flags of truce there." The Finnish captain took the flag from Lieutenant Geneste, and waved and shouted in his own language and in English, "flag of truce."

6th. No assent could be implied, or otherwise, as no one on the part of the enemy appeared till after the prisoners were landed, when they rushed out, as described in answer No. 5.

In conclusion, I beg to state, that I was fully aware, from some vessels having been lately captured in the neighbourhood, that there was a likelihood that troops might have been since sent down to the coast: but at the same time, I was under the full conviction that the course pursued was such as was usual,
and

and should have secured to the boat the protection due to the flag of truce, whether the enemy, in exercise of his discretion, thought proper to order it to return without communication or not.

On again interrogating the wounded man, I find that the person who led on the enemy, and who spoke English, was armed with a musket like the rest, and was probably therefore not a commissioned officer.

I have, &c.
(signed) *E. G. Fanshawe*,
Captain.

To Rear-Admiral the Hon. R. S. Dundas, C. B.,
Commander-in-Chief.

H. M. S. "Cossack," Tolboukin,
11 June 1855.

Sir,

IN addition to the circumstances detailed in my letter to you of this day's date, I have to report that on again interrogating John Brown, the survivor of the boat's crew, he states: that immediately on the soldiers appearing, they commenced firing on the officers and liberated prisoners who were with them on the wharf; their first fire did but little injury, but as they approached he saw first, Mr. Easton, surgeon, and then Lieutenant Geneste fall dead. He also saw the Finnish captain, who spoke English, fall; and feels perfectly certain that the rest were all shot, as he saw them falling indiscriminately. He is confident that all fell. By this time the soldiers, having approached within 10 or 15 yards of the boat, were firing into her also, and the whole of the men were very soon struck down. They then rushed into the boat, and threw overboard several of the bodies, but finding James Gliddon, though wounded, was not dead, they hauled him on the wharf and bayoneted him. He states that he was wounded early; that though faint, he had a perfect perception of what was going on around him, and a sense of his own danger, which induced him to feign dead, and also that he was twice dragged from one part of the boat to the other in the search for arms, but, fortunately, not pitched overboard. Gliddon was close to him when he was dragged on the wharf. He conceives that the whole affair, from the time the soldiers first rushed out until they finally retired, might have occupied about 15 minutes. He distinctly heard everything that was said on the wharf by Lieutenant Geneste and the Russians.

I may here mention that the body of one of the men found dead in the boat had two shots through the leg, which he had had time to bandage with a silk handkerchief before he received two other fatal wounds, in the abdomen and head.

I omitted to state in my letter reporting this occurrence, that the following morning, when sculling the boat out, Brown saw a number of men in the same dresses as those who fired upon them coming down the telegraph hill; they stopped several times, turning round and pointing to the cutter and the gig, which was approaching.

I have, &c.
(signed) *E. G. Fanshawe*.
Rear-Admiral the Hon. R. S. Dundas,
Commander-in-Chief, &c. &c. &c.

WAR WITH RUSSIA.

COPIES of LETTERS from Rear-Admiral the Honourable R. S. Dundas, reporting the Proceedings of Her Majesty's Ship "Cossack," and the Loss of Officers and Men at *Hango*.

(Sir Charles Wood.)

Ordered, by The House of Commons, to be Printed,
18 June 1855.

COPIES OF FURTHER LETTERS
 RESPECTING THE
 PROCEEDINGS OF H.M.S. COSSACK,
 AND THE
 LOSS OF OFFICERS AND MEN AT HANGO.

(In continuation of Papers presented in June 1855.)

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:
 PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
 PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
 FOR HER MAJESTY'S STATIONERY OFFICE.

1855.

FURTHER CORRESPONDENCE relative to the PROCEEDINGS of HER MAJESTY'S
SHIP COSSACK, and the LOSS of OFFICERS and MEN at HANGO.

No. 1.

Admiral DUNDAS to the SECRETARY OF THE ADMIRALTY.

Relative to Officers and Men of the Cossack, supposed to have been killed at
Hango.

(No. 191.)

Duke of Wellington, at Seskar,

Sir,

18th June 1855.

WITH reference to my letter of the 11th inst., No. 169, I transmit for the information of the Lords Commissioners of the Admiralty a copy of a letter which I addressed on the 15th instant to the officer commanding in chief the Russian military forces at Helsingfors, and which was forwarded in H.M.S. Merlin under a flag of truce. I enclose now a copy of the reply of that officer, from which their Lordships will be glad to learn that the officers and several other persons belonging to the Cossack's boat, mentioned in the annexed list, have not been killed, as was originally supposed, and that some have not even been wounded.

I have only to add further, that I entertain no doubt that the alleged abuse of flags of truce by Her Majesty's officers will be found in every case to be capable of explanation, and I am ignorant of any instance in which they have occurred.

I have, &c.

(Signed)

R. S. DUNDAS,

The Secretary of the Admiralty,

&c.

&c.

&c.

Rear-Admiral and
Commander-in-Chief.

Enclosure 1.

5/17 June 1855.

Enclosure 2.

Enclosure 1. in No. 1.

Admiral DUNDAS to the Military Officer commanding in chief the Russian Forces at
Helsingfors.

Her Britannic Majesty's Ship Duke of Wellington,
off Seskar, 15th June 1855.

Sir,

I TAKE the earliest opportunity which has offered itself to address you on the subject of reports which I have lately received from the officer in command of Her British Majesty's Ship Cossack, who has complained to me that the officers and crew of a boat belonging to that ship were cruelly put to death on the 5th instant, near Hango Head, by the troops stationed at that place, when landing to communicate under a flag of truce, for the purpose of releasing several persons, Russian subjects, who had been found on board coasting vessels captured and destroyed by the cruisers under my orders, but whom we did not wish to detain as prisoners.

The Cossack arrived off Hango for this purpose on the morning of the 5th instant, and the ship continued underway at a distance of two or three miles from the landing place. The boat was detached from the ship at that distance, and proceeded to the shore with three officers and thirteen other persons, in addition to the prisoners intended to be released, and a flag of truce was first displayed at her bow when she had reached to within one mile from the shore. From the inquiries I have made, I have every reason to believe that care was taken that the flag should be distinctly seen and observed. Under these circumstances the officer in charge of her continued to approach the shore. No signal was made to him and no objection was offered to his advance by the troops stationed on the spot, until after he had actually reached the landing-place. Meeting there immediately with no person authorized to communicate with him, he still felt himself at liberty to land, but still continued to display the flag of truce, which was then carried by himself. The prisoners whose release was intended commenced removing their baggage from the boat, and they were assisted by some of the crew, who landed for this purpose, without arms. I may add, that the arms of the whole crew were deposited in the bottom of the boat. In this position they were all suddenly surprised by a superior military force, who rushed upon them from the neighbouring buildings, and

attacked them without forbearance. Every effort was made to explain the object of their mission, and not only was no resistance offered, but none was possible under the circumstances. It consists with my own certain knowledge that one of the Russian prisoners was acquainted with the English language, and it would appear that the Russian military officer was able also to reply in the same language, when his attention was pointedly directed in both languages to the flag of truce, which he refused to recognise. An indiscriminate fire of musketry was opened accordingly, as well upon the defenceless crew of the boat as upon the prisoners whom we had wished to release, and wound after wound was inflicted upon them in the most savage and cruel manner. The firing continued until all were killed, or were at least supposed to be dead. One man alone, who was probably believed to be dead, succeeded afterwards in escaping with the boat until he was within reach of assistance from the ship. Several hours afterwards, four others of the crew were found dead in the bottom of the boat; the wounds discovered upon them were of a nature to prove that volley after volley must have been fired upon them, which is confirmed by the evidence of the survivor. It only remains for me to add that the entire crew of the boat could have been readily made prisoners, and the murderous attack of which I now complain appears to have been wholly uncalled for and unnecessary.

In drawing your attention to these facts, I cannot but hope that I shall not appeal in vain to your honour as an officer to furnish me with such explanations as you may deem proper under the circumstances; and I gladly avail myself of this opportunity to enable you to take such steps as may be necessary to vindicate the character of the flag under which you are serving.

It is to the relatives alone of the unhappy sufferers on the occasion that reparation can now be made; and it may be some small consolation to them to ascertain beyond a doubt, either that all are dead, or, should any be still alive, that there is a prospect of their recovery from wounds. I therefore take the liberty of enclosing a list of the officers and men who are supposed to have been killed; and I shall be thankful for any information which you may be able to afford on this melancholy subject. I regret it is not in my power to furnish the names of the Russian prisoners who landed.

I have, &c.

(Signed) R. S. DUNDAS,
Rear-Admiral and Commander-in-Chief
of H.B.M. Naval Forces in the Baltic.

The Military Officer commanding-in-chief
the Russian Forces at Helsingfors.

Enclosure 2. in No. 1.

Aide de Camp General DE BERG to Admiral DUNDAS.

Monsieur l'Amiral,

Helsingfors, le 5/17 Juin 1855.

AVANT de répondre à la lettre de Votre Excellence, du 3/15 Juin, je dois lui observer avec regret, que les navires de la flotte Anglaise hissent le pavillon Russe, pour arriver plus facilement à la capture des embarcations qu'ils rencontrent. Les journaux ont suffisamment publié, comment dès l'ouverture de la guerre, on a abusé dans toutes les mers du pavillon parlementaire, pour faire des sondages et des reconnaissances militaires. Le caractère d'hostilité contre des villes et des hameaux inoffensifs, habités par de paisibles populations, n'a été que trop constaté dans tout ce qui s'est passé dans la Baltique.

Le 14/16 Juin, un cutter on ne sait de quel navire, est arrivé près du village Troerminne, sous un petit pavillon blanc. N'ayant pas trouvé de troupes stationnées près de ce village, l'équipage du cutter a incendié impunément quelques huttes et quelques embarcations malgré son pavillon blanc.

Le 24 Mai, 5 Juin, un autre cutter, s'étant détaché de la corvette Kozak, a fait voile vers le rivage de Hangué. Ce bateau avait à sa poupe le drapeau Anglais. L'officier qui le montait prétend avoir arboré à la proue sur un bâton un petit drapeau blanc. Le télégraphe de la hauteur voisine et le poste militaire placé au rivage n'ont rien aperçu de ce prétendu drapeau blanc. Il est par conséquent tout simple qu'ils ont attaqué le cutter et son équipage aussitôt que celui-ci avait mis pied à terre.

Le Lieutenant, Louis Geneste, prétend qu'un domestique a porté à côté de lui le bâton avec le drapelet blanc. Les soldats et l'officier de nos avant-postes, interrogés sur l'existence de ce drapeau, affirment ne pas l'avoir vu du tout.

Mr. Geneste prétend avoir été envoyé en parlementaire, pour délivrer plusieurs navigateurs de commerce, capturés avec leurs embarcations dans le courant de la quinzaine. Si telle avait été son intention, il eût été plus simple, le Kozak venant des environs de Cronstadt, de les envoyer à Swéaborg ou de les déposer sur quelqu'île près de la côte. L'objet ne valait pas l'envoi d'un parlementaire. Ces marins de commerce rendus à la liberté sur quelqu'île ne se fussent pas embarrassés de rejoindre la côte. La

corvette Kozak devait savoir qu'un parlementaire ne peut et ne doit pas être reçu sur le premier, débarcadère, promontoire ou rocher, sur lequel il lui plaît de se diriger.

Les avant postes ne voient et ne verront dans de tels envois que des reconnaissances militaires qui abusent de semblables prétextes pour faire des explorations et pour fourager des vivres.

Le caractère hostile et nullement parlementaire de cet envoi est encore prouvé :

1. Par les armes chargées qu'on a prises. Trois fusils démontrent par l'état des capsules éclatées que l'équipage du bateau s'en est servi dans ce conflit.

2. Par le soin qu'on a eu de munir le cutter de 360 cartouches et d'une caisse avec des objets incendiaires qui à cette heure se trouvent entre nos mains.

Le lendemain le Kozak s'est empressé de diriger pendant une heure contre le village de Hangué et de paisibles habitants un feu d'artillerie très vif, et quelques jours plus tard, le 1/13 Juin, il a répété la même attaque pour incendier quelques maisons et pour détruire le télégraphe, au lieu de venir à Swéaborg pour offrir des explications.

Malgré la supériorité que la vapeur et les hélices donnent à vos navires, ils ne cessent de hisser le pavillon Russe pour saisir des navires de cabotage. De même on abuse évidemment de quelque peu de toile blanche pour faire impunément des sondages et des explorations.

Je veux croire, Monsieur l'Amiral, que cela se fait à votre insu. Permettez moi d'espérer que vous voudrez bien interdire de semblables envois de prétendus parlementaires. L'équipage du cutter du Lieutenant Geneste a été victime de sa ruse.

Sept hommes ont été tués, quatre de vos gens blessés ; le reste a été fait prisonniers, ainsi que la liste ci-annexée vous le fera voir. L'incident n'a duré que quelques instants. Il a été impossible de distinguer les militaires Anglais des marins prisonniers qu'ils accompagnaient. Le nommé Sundstrom, celui qui parlait Anglais, a été tué le premier, et deux autres ont été blessés.

Toute la responsabilité de l'incident pèse sur l'irregularité avec laquelle se font de semblables expéditions.

Il me paroît qu'il serait plus convenable d'adresser les communications à Swéaborg et de les confier à quelque navire dirigé sur cette place, comme celui qui m'a porté votre lettre du 3/15 Juin. Le Kozak aurait dû ne pas s'écarter de cette règle. Arborant un drapeau blanc de grande dimension, les véritables parlementaires s'arrêtent hors de la portée du canon à long tir et attendent que l'on vienne à leur rencontre pour recevoir un message écrit. Nous n'en recevrons jamais d'autres. Le "Kozak" n'a rien fait de tout cela. Il me paroît que l'honneur de votre pavillon exigerait la plus stricte et scrupuleuse observation des règles établies en pareilles occasions. L'honneur de mon drapeau ne me permettra jamais de m'en écarter.

Je puis vous certifier que les blessés sont bien soignés, et les prisonniers bien traités.

J'ai, &c,
(Signé) DE BERG,
Aide de Camp Général de Sa Majesté
l'Empereur de toutes les Russies.

Au Contre-Amiral Dundas,
commandant en chef
des Forces Navales Anglaises dans la Baltique.

TUÉS :

Thompson,	-	premier marinier et timonnier du cutter.
John Brown*	-	} mariniers ordinaires.
Cornwall	-	
Benjamin Smith-	-	
Lynn	-	steward du capitaine.
Joseph Banks	-	steward des artilleurs.

* This man was rescued, and is now living on board the Cossack.

BLESSÉS :

John Lorton, steward des midshipmen balle à la hanche droite.
George Boyle, marinier ordinaire, balle de mousquet à la hanche droite.
Joseph Gliddon, ancien marinier, bras droit amputé.
Thomas Stokes, marinier ordinaire, blessé au visage.

CI-DEVANT PRISONNIERS DES ANGLAISE :

Sundström, Capitaine d'un vaisseau de commerce, tué.
Quatre Finlandais, dont deux blessés.

ONT ÉTÉ PRIS SANS ÊTRE BLESSÉ.

Owen Francis	-	ancien marinier.
John Hockey	-	chauffeur.
William Rockelly	-	} mariniers ordinaires.
Frances George	-	

OFFICERS.

Louis Geneste, Lieutenant.
Robert Easton, Docteur.
Mr. Sullivan

No. 2.

The SECRETARY OF THE ADMIRALTY to Admiral DUNDAS.

No. 106.

Sir,

Admiralty, 26th June 1855.

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of the 18th June 1855, No. 191, enclosing a copy of that which you addressed to the Governor at Helsingfors on the subject of the outrage committed upon the boat's crew of Her Majesty's Ship Cossack, and a copy of that officer's answer.

It has afforded my Lords the greatest satisfaction to learn that several of the officers and men, who were reported to have been killed, have not fallen victims to the attack made upon them, and are only prisoners in the hands of the Russians, though some of them are severely wounded.

My Lords are also glad to find that the Russian officer disclaims having intentionally fired upon a flag of truce, which appeared so clearly to have been the case upon the evidence of the only survivor of the boat's crew who escaped from the shore. My Lords, however, can hardly disbelieve the statement made by this man, that a flag of truce was in fact hoisted in the boat, and was also carried on shore by Lieutenant Geneste, as this must so evidently have been within his knowledge, and it was the well-known intention that a flag of truce should be so used on the occasion of sending the boat ashore for the peaceful and merciful purpose of restoring to their homes the Finnish prisoners who had been captured.

No further evidence can be obtained on this point except from Lieutenant Geneste himself, and the other survivors who are in the hands of the Russians. My Lords, however, do not understand what justification can be found, even in the circumstances stated by the Russian officer, for opening a fire on a group of unarmed men, including the Finnish prisoners, standing upon the jetty. With their overwhelming force the Russians could have had no difficulty in making the whole party prisoners, as it appears that all the persons who landed were unarmed, and my Lords understand that whatever arms were in the boat were laid in the bottom of the boat, unloaded, and under a tarpaulin, on which had been placed the baggage of the prisoners, and therefore the Russians could not have been aware that any arms were in the boat when they commenced their attack.

My Lords may regret that Lieutenant Geneste did not wait before landing, till his flag of truce had been recognized by some signal from the shore, but they cannot see in this proceeding any justification for the barbarous conduct of the Russian soldiery.

Nor is such justification to be found in the circumstance stated by the Governor of Helsingfors, that the Russian flag had occasionally been hoisted by English vessels. This is a course not unfrequently adopted by cruisers of all nations, the only limitation upon the recognized practice of such a stratagem being that the real national colours of the vessel should be hoisted before any act of hostility is commenced.

My Lords utterly disbelieve the assertion of the Governor of Helsingfors, that on any occasion any of Her Majesty's officers have abused the privilege of a flag of truce for the purpose of taking soundings or obtaining information in a manner not warranted by the usages of war, and the recognized law of nations. My Lords have, indeed, heard that it has been asserted, that this was done on a recent occasion in a bay of the Straits of Kertch; but they are glad to be enabled to state, on the positive and unequivocal authority of the very officer in whose boat this transaction was said to have taken place, that there is not the slightest foundation for the report.

Under these circumstances my lords are of opinion that you should address a letter to the same purport as this despatch to the Governor of Helsingfors, and demand the release of the prisoners.

You will express your thanks to the Governor for the attention to the prisoners since their capture, which he assures you has been paid; but you will point out to him that the retention of men made prisoners whilst employed on the service of restoring Russian captives to liberty cannot but exasperate those

angry feelings which a state of war naturally produces, but which it is the aim of every civilized nation to mitigate by every means in its power.

Rear-Admiral the Hon. R. S. Dundas, C.B.,
Commander-in-Chief.

I am, &c.
(Signed) T. PHINN.

No. 3.

The SECRETARY OF THE ADMIRALTY to Admiral DUNDAS.

No. 313.

Sir,

Admiralty, 26th June 1855.

HAVING laid before my Lords Commissioners of the Admiralty your letter of the 18th inst., (No. 191) enclosing a copy of a letter addressed to you by the officer commanding in chief the Russian military forces at Helsingfors, in which the following passage occurs :

“ Le ¹⁴₂₄ Juin un cutter, on ne sait de quel navire, est arrivé près du village de Troermine, sous un petit pavillon blanc. N'ayant pas trouvé de troupes stationnées près de ce village, l'équipage du cutter a incendié impunément quelques huttes et quelques embarcations, malgré son pavillon blanc.”

I am commanded by their Lordships to desire you will endeavour to ascertain what the real facts of the case are to which you suppose this passage alludes.

My Lords have not the slightest reason to suppose that a flag of truce has ever been so abused by any British officer ; but it would be as well to renew your injunctions to all the officers of the fleet under your command to adhere most rigidly to your orders not to make use of a flag of truce for the purpose of obtaining information in a manner not warranted by the usages of war and the recognized law of nations ; and you will also caution them against sending arms or ammunition beyond what may be required for the purpose of making signals in any boat which carries a flag of truce, or allowing a boat with a flag of truce flying to approach within gunshot of the shore, unless it has been recognized by signals or otherwise by the enemy.

I am, &c.
(Signed) R. OSBORNE.

Rear-Admiral the Hon. R. S. Dundas, C.B.
Commander-in-Chief.

No. 4.

The SECRETARY OF THE ADMIRALTY to Commander ARMYTAGE.

Sir,

Admiralty, 25th June 1855.

IT having been reported that soundings were taken in Kamiesch Bay under cover of a flag of truce on board of Her Majesty's Ship Viper whilst under your command, I am commanded by their Lordships to signify their direction to you to report, for their Lordships information, what actually took place on that occasion.

I am, &c.
(Signed) THOMAS PHINN.

Commander Armytage, R.N.

No. 5.

Commander ARMYTAGE to the SECRETARY OF THE ADMIRALTY.

Sir,

Admiralty, 25th June 1855.

WITH reference to your letter of this day's date, I beg to acquaint you for the information of the Lords Commissioners of the Admiralty, that, on the 24th April 1855, the Highflyer was proceeding from Sebastopol to Kertch, and on rounding Cape Tokli a large launch was seen close to the rocks containing a carriage. A boat was sent ashore, and the launch was captured. There was no one on board the launch when taken. Some Cossacks were observed on the hills, and a few shots were fired from the Highflyer to keep them off. On the same afternoon, Captain Moore sent a flag of truce in with

a letter to the Governor of Kertch, who proved to be Baron Wrangel, and an answer was returned the same evening, conveyed by a Russian boat, also bearing a flag of truce. I did not see Captain Moore's letter, but I understood the purport of it to be an offer to restore the carriage to its owner. I saw Baron Wrangel's answer to Captain Moore, which was simply an acceptance with thanks for Captain Moore's offer, and Baron Wrangel proposed to send a boat the next morning to meet one from the squadron conveying the carriage. I dined with Captain Moore the same evening, who mentioned to me what had occurred.

On the next morning I was directed by Captain Moore to hold the Viper in readiness for the purpose of meeting the Russian boat.

About 9 a.m. on the 25th the Russian boat, carrying a white flag, was seen coming out of Kertch.

The Viper then weighed and stood slowly in to meet the boat, having the launch containing the carriage in tow.

Captain Moore came on board, and a white flag was hoisted at the fore. I had not proceeded a mile from the squadron, which was then lying about four miles from St. Paul's Battery, when the Russian boat was alongside, and an officer (a lieutenant of the Russian Navy, I believe,) came on board the Viper, and, in French, delivered his message, informing Captain Moore that he was directed to land the carriage in Kamish Bournú. He accordingly took the launch in tow, and after an hour's pull, landed the carriage.

The Viper followed the boat slowly, so as to save the Russians the necessity of a long pull against the wind when bringing the launch back to her, which they did after landing the carriage.

I took the launch in tow and returned with her to the Highflyer.

The white flag was then hauled down, the Russian boat pulled in towards Kertch, and I was directed by Captain Moore, who still remained on board the Viper, to proceed towards the spot of land on the opposite side of the straits for the purpose of reconnoitering the enemy's works at Kertch and Yenicali.

Major Gordon, of the Royal Engineers, was also on board during the remainder of the day, and was employed taking notes of the defences of the straits, while the boats of the Viper were engaged sounding round the ship; these, however, were not taken in the bay where the carriage was landed, and it is entirely untrue that any advantage was taken of the flag of truce for such a purpose. The Viper was not within three miles of the batteries during the whole time the flag of truce was flying.

I am, &c.

(Signed) WILLIAM ARMYTAGE,
Commander.

The Secretary of the Admiralty,
&c. &c. &c.

No. 6.

The SECRETARY OF THE ADMIRALTY to Admiral DUNDAS.

No. 322.

Sir,

Admiralty, 26th June 1855.

WITH reference to your letter of the 18th instant, No. 191, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that as M. de Berg, the Governor of Helsingfors, in his despatch of the 17th instant, enclosed therein, adverted to some supposed advantage having been improperly taken of a flag of truce to obtain soundings at Kertch, and as reports to that effect have been in circulation, which my Lords can only refer to a communication which took place with Baron Wrangel, at Kertch, on the 25th of April last, as to the return of a carriage captured by Captain Moore, of Her Majesty's Ship Highflyer, the Lordships have desired Commander Armytage, who was in command of Her Majesty's Ship Viper, and who was actually present, and had personal cognizance of all that occurred on the occasion, to report the real facts of the case, and their Lordships have great satisfaction in

See letters dated
25th June 1855.

Nos. 4 & 5.

transmitting a copy of that officer's report, which shows conclusively that no departure from the rules which regulate proceedings under a flag of truce took place on the occasion referred to.

Rear-Admiral R. S. Dundas, C.B.

I am, &c.
(Signed) T. PHINN.

No. 7.

THE SECRETARY OF THE ADMIRALTY to Captain F. B. P. SEYMOUR.

Sir,

Admiralty, 28th June 1855.

It having been reported to my Lords Commissioners of the Admiralty that in August last whilst you were employed in the White Sea, a Russian boat *armed* came out with a flag of truce; I am commanded by their Lordships to signify their direction to you to report, for their information, all the circumstances relating thereto.

Captain F. B. P. Seymour,
H. M. S. Meteor, Sheerness.

I am, &c.
(Signed) THOS. PHINN.

No. 8.

Captain F. BEAUCHAMP SEYMOUR to the SECRETARY OF THE ADMIRALTY.

Sir,

H. M. S. Meteor,
Woolwich, 28th June 1855.

I HAVE the honor to acknowledge the receipt of their Lordships' letter of this day's date, calling upon me to report in what manner a flag of truce sent in from the Allied Squadron lying off the bar of the River Dwina, in the month of August 1854, was received by the Russian authorities, and in reply thereto to submit the following statement for their information.

The White Sea Squadron, consisting of Her Majesty's Ships *Eurydice*, *Miranda*, and *Brisk*, and His Imperial Majesty's Ships *Psyche* and *Beaumanoir*, were lying about three miles from the bar of the Dwina and five miles from the anchorage inside it, when it was decided to send a flag of truce in on the following morning for the purpose of notifying that the blockade of the White Sea would commence in fourteen days from that date.

At daylight on the 13th of August Her Majesty's Ship *Miranda* weighed and proceeded to an anchorage as close to the bar as her draught of water would permit her to take up; she then detached her second gig, in which, in addition to the crew of four men, were Lieutenant J. F. C. Mackenzie, R.N., of the *Miranda*, and Enseigne de Vaisseau de Riodel, of the *Psyche*, joint bearers of the notification.

The boats crew were unarmed, the only weapons in the boat being the side arms which the officers wore as part of their uniform.

On arriving within about three-quarters of a mile of a Russian brig of war, believed to be the *Novaia Zembla* of 12 guns, the gig was met by a 12-oared boat, carrying the Russian flag aft and a white flag forward, which boat mounted a brass 12-pounder carronade in her bows, while the crew wore their cutlasses and had their muskets lying on the thwarts alongside of them, and a lighted match was in readiness at the rear of the gun-carriage.

It was a subject of astonishment to the persons in the English gig that, when within about 600 yards of them the Russians loaded their carronade, though their boat had the flag of truce flying at the time.

The Russian officer who commanded her had been in England, and spoke English; some conversation passed between him and the bearers of the flag of truce.

Lieutenant J. E. Bickford of Her Majesty's Ship under my command, who was serving with me in the *Brisk* at the time, has a perfect recollection of these circumstances, as the fact of the Russian boat being armed was the subject of much conversation in the Allied Squadron.

Captain Erasmus Ommanney, now of Her Majesty's Ship Hawke, and Captain Edward Guilbert, now of His Imperial Majesty's Ship Cleopatre, were the senior officers present.

The Secretary of the Admiralty, (Signed) I have, &c.
&c. &c. &c. F. BEAUCHAMP SEYMOUR,
Captain.

No. 9.

The SECRETARY OF THE ADMIRALTY to Admiral DUNDAS.

(No. 329.)

Sir,

Admiralty, 29th June 1855.

See letters dated
25th June 1855.
Nos. 7 & 8.

WITH reference to my letter of the 26th instant, No. 313, I am commanded by my Lords Commissioners of the Admiralty, to transmit to you a copy of a letter from Captain F. B. Seymour, of Her Majesty's Ship Meteor, stating the circumstances under which a Russian boat was sent from a vessel of war belonging to that nation in the White Sea, with a flag of truce in August 1854.

I am, &c.
Rear-Admiral the Hon. R. S. Dundas, C.B. (Signed) T. PHINN.

No. 10.

Admiral DUNDAS to the SECRETARY OF THE ADMIRALTY.

Instructions respecting occurrences at Hango.

(No. 223.)

Duke of Wellington, at anchor.

Sir,

Tolboukin Lighthouse W.S.W. 5 miles, 2d July 1855.

28th June 1855.
Enclosure 1.

I HAVE the honour to acknowledge the receipt, this day, of your letters Nos. 106 and 313 of the 26th June, conveying to me the instructions of the Lords Commissioners of the Admiralty, on the subject of the communication which took place on the 16th ultimo with the Governor of Helsingfors, respecting the recent occurrences at Hango Head with the crew of the Cossack's boat, and when these letters reached me, I was on the point of forwarding for their Lordships consideration the copy which I now enclose, of a letter addressed to me on the 28th ultimo by Prince Dolgorouky, the Minister of War at St. Petersburg, and forwarded under flag of truce, together with a copy of my reply, which was also delivered, under flag of truce, at Cronstadt on the 30th ultimo.

30th June 1855.
Enclosure 2.

Before replying to the letter of Prince Dolgorouky, it appeared to me to be proper that I should first confer with Rear-Admiral Pénaud, in command of the French squadron, and I annex a copy of a letter addressed to me by that officer, from which their Lordships will observe, that he has done me the honour to approve of the reply which I had previously prepared for his consideration.

30th June 1855.
Enclosure 3.

The two prisoners referred to in their Lordships letter of the 8th June, No. 258, having arrived here in the Tartar on the evening of the 29th ultimo, it was my wish to have taken advantage of the opportunity which offered to deliver them on the following morning to the authorities at Cronstadt, in compliance with their Lordships directions, and they were sent in accordingly with a letter addressed to the military officer in command, but the officer by whom the flag of truce was met, did not feel himself authorized to receive them, and I await further communication on the subject.

28th June 1855.
Enclosure 4.

As it seems not improbable that other letters may be addressed to me from St. Petersburg, I shall be guided by the character of the communications I may receive, in carrying out their Lordships orders respecting the officers and others that are prisoners at Helsingfors, and I herewith transmit a further report which I have received from Captain Fanshawe, of Her Majesty's Ship Cossack, from which their Lordships will perceive that I had anticipated their directions in reference to the alleged abuse of a flag of truce near Tvarminne. I am aware of no other ships' boats having visited that neighbourhood at the period referred to, and it will be seen that the denial by Captain Fanshawe is distinct and unqualified.

I have, &c.
The Secretary of the Admiralty, R. S. DUNDAS,
&c. &c. &c. Rear-Admiral and Commander-in-Chief.

Enclosure 1 in No. 10.

The Russian MINISTER OF WAR to Admiral DUNDAS.

Monsieur l'Amiral,

Ministère de la Guerre, Chancellerie du Ministère,
St. Petersbourg, le 16 28 Juin 1855.

DANS le but de prévenir les malentendus auxquels pourrait donner lieu la manière dont la marine Anglaise fait usage du pavillon parlementaire, je suis chargé par le Gouvernement Impérial de vous informer de la détermination qu'il a cru devoir adopter relativement aux communications que la flotte Anglo-Française dans la Baltique aurait à nous adresser.

Les envois parlementaires ne pourront avoir lieu que sur trois points, savoir : Cronstadt, Sweaborg, et Réval.

Les bâtimens qui s'y présenteraient à cet effet devront porter un pavillon blanc de grande dimension, s'arrêter hors de la portée du canon à long tir, et attendre qu'une embarcation de l'endroit, se rende vers eux sous pavillon blanc pour recevoir un message écrit.

Je dois vous prévenir, Monsieur l'Amiral, que le Gouvernement Impérial est décidé à ne pas reconnaître le caractère parlementaire aux envois qui seraient faits dans d'autres endroits que ceux que je viens de désigner ou sans l'observation rigoureuse des règles exposées dans la présente.

Je vous serai fort obligé de me faire connaître les règles que vous jugeriez à propos d'établir de votre côté pour l'envoi des communications que nous aurions à faire parvenir sous pavillon parlementaire aux flottes combinées.

Recevez, Monsieur l'Amiral, l'assurance de ma haute considération.

PCE. BASILE DOLGOROUKY,

à S.F. M. l'Amiral Dundas.

Ministre de la Guerre.

Enclosure 2 in No. 10.

Admiral DUNDAS to the RUSSIAN MINISTER OF WAR.

Sir, Her Britannic Majesty's Ship Duke of Wellington,
at anchor, Talboukin Lighthouse, W.S.W. 5miles, 30th June 1855.

I HAVE the honor to acknowledge the receipt of your letter of the 28th instant, informing me that in order to prevent misunderstandings from the manner in which flags of truce are stated to have been used by the British navy, it has been thought proper by the government of His Majesty the Emperor of Russia to prescribe limits to the communications by truce which the allied squadrons of France and England in the Baltic may have occasion to address to it.

I am likewise requested to make known the regulations which I may think proper to establish for the reception of similar communications on the part of the Russian government, addressed to the combined fleets.

I beg leave to inform you in reply, that I am ignorant of any circumstances arising out of the conduct of officers under my orders which should render it necessary to limit communications by truce, more than has been customary upon other occasions during war. I fully acknowledge the custom of displaying a white flag of sufficient dimensions, and I recognize the necessity of not approaching within range of the guns of a fortress without permission, or nearer to any other point of communication than may be necessary to attract observation ; but the times and places at which communications by truce may be required must depend upon the circumstances of each particular case. I freely admit that in most cases it must be proper for flags of truce to be sent only to those places where an officer of superior rank may be expected to be stationed, and in every case no advantage is to be taken of the temporary cessation of arms, to execute, without danger, things which could not have been undertaken during the continuance of active hostility.

To inform me, therefore, that throughout the whole extent of the Russian territory, from Tornea to Libau, the communications by truce are to be limited to the three places which you have named, is virtually to aggravate the evils of war by depriving both parties of those means of intercourse which are necessary even between enemies.

I complain that when such intimation is conveyed to me, no opportunity has at the same time been afforded to investigate the conduct of those under my orders, by whom abuses are alleged to have been committed, and I am fully prepared to inquire into the conduct of any officer by whom the good faith of a flag of truce may be supposed to have been violated.

For the reception of communications which may be sent to me, I have only to state, that, subject to the conditions which you have yourself prescribed with reference to approach, and subject also to the display of the appropriate signals, flags of truce, when necessary, will be received by the nearest ship, and forwarded as occasion may require to the senior officer, and I seek for no other security than that, which I may reasonably expect from the good faith and honour of the officers in whom you may think fit to confide as the bearers of your communications.

I have communicated your letter to Rear-Admiral Penaud, commanding-in-chief the naval forces of France in the Baltic. He concurs entirely in the observations which I have had the honour to address to you on the restrictions which you wish to impose on the communications we may have occasion to address to the Russian authorities, and the Rear-Admiral as well as myself, deems it necessary to remark on the very grave and serious inconveniences, and even misfortunes, which may arise, and of which the whole responsibility must rest on those who have prevented the means of communication, when misfortune could thereby have been obviated.

His Excellency the Prince Dolgorouky,
Minister of War to
His Majesty the Emperor of all the Russias.
&c. &c. &c.

I have, &c.
Signed) R. S. DUNDAS.
Rear-Admiral and Commander-in-Chief.

Enclosure 3. in No. 10.

Rear Admiral CHARLES PÉNAND to Admiral DUNDAS.

Vaisseau de Sa Majesté Impériale, le Tourville,
devant Cronstadt, le 30 Juin 1855.
Monsieur l'Amiral,
J'APPROUVE complètement la lettre que vous avez l'intention d'adresser à M. le Ministre de la Guerre à St. Pétersbourg, en réponse à celle dans laquelle il vous a fait connaître les restrictions que son Gouvernement veut apporter aux communications parlementaires qui pourront avoir lieu désormais entre les navires de la flotte Anglo-Française et les autorités Russes.

Nous ne pouvions, en effet, donner notre assentiment à des mesures exceptionnelles, en dehors des usages habituels de la guerre, dont l'exécution peut avoir des conséquences malheureuses; et surtout, quand on laisse à entendre, pour en motiver la proposition, que les Anglais auraient abusé du pavillon parlementaire.

Veillez agréer, Monsieur l'Amiral, l'assurance des sentiments de haute considération, de votre très humble et très obéissant Serviteur,
Le Contre-Amiral Commandant-en-Chef
la Division Navale Française de la Baltique,
CHARLES PÉNAND.

A Monsieur l'Amiral Dundas,
Commandant-en-Chef les Forces Navales,
de Sa Majesté Britannique dans la Baltique.

Enclosure 4 in No. 10.

Captain FANSHAWE to Rear Admiral DUNDAS.

H. M. Ship Cossack, Nargen,
28/29th June 1855.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of the 26th June, referring to my letters of the 6th and 11th instant, and desiring that I will distinctly report to you whether in any instance the flag of truce has ever been made use of by the Cossack or any of her boats for the purpose, as is alleged, of facilitating the capture or destruction of the enemy's vessels, which may have been met with, or whether I am aware of its having been on any occasion abused, or made use of for any other purpose than that for which it is legitimately intended by any of the officers or men under my command, and more particularly in regard to the village of Tverminne.

In reply, I have to report most distinctly that the flag of truce has never been made use of by the Cossack, or any of her boats, for the purpose of facilitating the capture or destruction of the enemy's vessels, and that during the whole time that the Cossack was stationed in the neighbourhood of Hango, the Esk was under my orders, and I can with equal certainty state that that ship never made use of a flag of truce for such a purpose.

On the 26th May I sent the boats of both ships to capture or destroy some vessels that were coasting in the inner channel between Hango and Tverminne, as reported in my letter of the 28th May. To prevent any doubt whatever as to the manner in which this service was performed, I have called upon Lieut. Field, first lieutenant of this ship, who was in charge of the boats, to make a report of the manner he executed it, which report I have the honour to enclose. By it you will observe that no huts or other property were destroyed, as stated, Lieut. Field having made it his special care to prevent any injury being done to the inhabitants, and that no flag of truce was hoisted.

I have also to state, that I am not aware of a flag of truce having been on any occasion abused, or made use of for any other purpose than that for which it is legitimately intended, by any of the officers and men under my command, and further, that on the only occasion on which a flag of truce has been used, viz., on the 5th June, I gave strict orders to the officers in charge, which I considered would entirely prevent the shadow of

See Sub-enclosure.

a doubt as to the *bonâ fide* manner in which it was conducted, and I have every reason to feel confident that Lieut. Geneste punctually complied with his instructions. The general statement contained in the extract you enclosed from the letter of the general commanding the Russian forces at Helsingfors, as to the character of hostility against inoffensive towns and villages in the Baltic, is, as far as this ship is concerned, and as far as I have any knowledge, utterly destitute of foundation, as totally opposite feelings have actuated every officer in this ship, and every officer with whom I have ever conversed on the subject.

I have, &c.
 Rear-Admiral the Hon. R. S. Dundas, C.B. (Signed) E. G. FANSHAWE,
 Commander-in-Chief. Captain.

Sub-enclosure to Enclosure 4 in No. 10.

Lieutenant J. R. FIELD to Captain FANSHAWE.

Sir, H.M.S. Cossack, Nargen, 28th June 1855.
 WITH reference to the proceedings of the boats of Her Majesty's ships Cossack and Esk, detached under my command on the 26th May last, I beg most distinctly to state that there was no flag of truce or anything answering to that description used or attempted to be used, and that I confined myself to the destruction of the vessels in the creeks. I was most particularly careful that no boats' crews landed, or in any way molested or fired upon property on the shore. The only persons who happened to land on the beach in a little dingy, were Lieutenant Geneste, Mr. Sullivan, master's-assistant, and John Gliddon, able seaman, and this only for a few moments. I myself saw all the boats clear of the creek after executing the service I had been ordered upon, and therefore confidently assert that no huts or boats were burnt, and, as before stated, nothing in the shape of a flag of truce shown,

I have, &c.,
 Captain E. G. Fanshawe. (Signed) J. B. FIELD,
 H.M.S. Cossack. Senior Lieutenant.

No. 11.

The SECRETARY OF THE ADMIRALTY to Admiral DUNDAS.

(No. 367.)

Sir, Admiralty, 10th July 1855.
 HAVING laid before my Lords Commissioners of the Admiralty your letter of the 2d instant, No. 223, enclosing copies of a correspondence which had passed between you and Prince Dolgorouky, the Russian War Minister, and the French Admiral, relative to the places and circumstances under which flags of truce were for the future to be received, I am commanded by their Lordships to acquaint you that they entirely approve of your conduct in the communications which you have had both with the French Admiral and the Russian authorities and officers on this subject. They also entirely approve of the language used by you in the letter which you addressed to Prince Dolgorouky, and especially of your having pointed out to the Prince that the responsibility of any aggravations of the evils of war which may ensue from the refusal of the Russians to receive flags of truce in the manner usual amongst civilized nations must rest entirely upon them.

I am further to acquaint you that my Lords have received with satisfaction the complete denial of Captain Fanshawe of his boats having ever abused the privileges of a flag of truce, although they never supposed that any British officer would have been guilty of such conduct.

I am, &c.
 (Signed) R. OSBORNE.
 To Rear-Admiral the Hon. R. S. Dundas, C.B.
 Commander-in-Chief.

No. 12.

Admiral DUNDAS to the SECRETARY OF THE ADMIRALTY.

Intercourse by Flags of Truce.

(No. 246.)

Sir, Duke of Wellington, at anchor,
 Tolboukin Light House W.S.W. 5 miles, 9th July 1855.
 WITH reference to my letter of the 2nd instant, No. 223, acknowledging the receipt of the instructions conveyed to me in your letters of the 26th June,

Nos. 196 and 313, I beg you will be pleased to explain to the Lords Commissioners of the Admiralty, that I have received no further communication from the Minister of War at St. Petersburg on the subject of the restrictions intended to be enforced with respect to intercourse by flags of truce between the allied squadrons in the Baltic and the Russian authorities, but on the 4th instant I addressed a letter, of which the enclosed is a copy, with the several documents referred to, to Prince Dolgorouky.

4th July 1855.

When their Lordships consider that some days must have elapsed before it would have been possible for me to communicate again with Helsingfors, and that in all probability no decision could be taken there by General de Berg, for the release of prisoners captured at Hango Head, without the previous sanction of the authorities at St. Petersburg, I trust their Lordships will approve of the course which I have thought it advisable to adopt in addressing myself directly to the Minister of War, but as yet I have received no reply to my letter.

The Secretary of the Admiralty,
&c. &c. &c.

I have &c.,
R. S. DUNDAS,
Rear-Admiral and Commander-in-Chief.

Enclosure in No. 12.

Admiral DUNDAS to the RUSSIAN MINISTER OF WAR.

H.B.M.S. Duke of Wellington at anchor,
Tolboukin Lighthouse W.S.W. 5 miles,
4th July 1855.

Sir,

I HAD occasion on the 15th ultimo to address to the officer commanding the military forces of His Imperial Majesty the Emperor of Russia at Helsingfors, a letter detailing the particulars of what I considered to be a flagrant outrage in violation of the ordinary usages of war, which occurred on the 5th ultimo near Hango Head, and I have reason to believe, that the occurrences to which I refer may have been already brought under the notice of Your Excellency through other channels, but the object of my present communication will, in all probability, be best explained if I venture to transmit a copy of my letter of the 15th ultimo, together with a copy of the reply, for which my thanks are due to General De Berg.

Vide my letter to
Admiralty.
18th June 1855.
No. 191.
No. 1.

On the receipt of that officer's letter, it appeared to me that I should have been fully justified in submitting at once for his consideration the propriety of releasing the officers and men who remain as prisoners in his hands, and whatever opinion may be entertained of the real origin or responsibility of any misapprehension which may be supposed to have arisen under the circumstances, I think it can hardly be doubted by dispassionate persons, after the explanations which have since been afforded, that the object for which the boat of Her Majesty's Ship Cossack was despatched to the shore near Hango Head on the 5th ultimo was for the release of Russian prisoners who had fallen into our hands, and most assuredly not with any hostile or equivocal intentions.

I had nevertheless hesitated to make this representation to General De Berg, until I could communicate with the Government of Her Britannic Majesty, but having now received distinct orders authorizing me to demand from him the release of the prisoners in question, I have hoped that the object of my instructions may be best attained by a more direct appeal to Your Excellency, and after the letter which you had occasion to address to me on the 25th ultimo, I take the liberty of enclosing for your consideration an extract from the instructions which I have since received by direction of the Lords Commissioners of the Admiralty.

Vide Admiralty
letter.
No. 106, 26th June.
First nine para-
graphs, ending
with the words
"foundation for
the report."
No. 2.

I have to observe, however, that in addition to the remarks of the Lords Commissioners of the Admiralty in reference to transactions in the Strait of Kertch, I have made it my business to inquire into the circumstances referred to by General De Berg, in the neighbourhood of Tvarminne, and I am in a condition to deny, in the most unqualified manner, either the use or the abuse of a flag of truce by the boats of any of Her Majesty's ships in that neighbourhood.

I beg permission, also, to avail myself of this opportunity to convey to His Excellency General De Berg my thanks for the attention to the wants of the prisoners, which he assures me has been paid to them since their capture, and I cannot persuade myself that the Government of His Imperial Majesty the Emperor of Russia will persist in the retention of men made prisoners on the service of restoring Russian captives to liberty, when such retention cannot but exasperate those angry feelings which a state of war may

naturally produce, but which it is the aim of every civilized nation to mitigate by every means in its power.

I have, &c.
(Signed) R. S. DUNDAS,
Rear-Admiral, &c.

His Excellency the Prince Dolgourouky,
Minister of War to
His Majesty the Emperor of all the Russias, &c. &c.
Peterhoff.

No. 13.

The SECRETARY OF THE ADMIRALTY to Admiral DUNDAS.

(No. 374.)

Sir,

Admiralty, 16th July 1855.

I HAVE received and laid before my Lords Commissioners of the Admiralty your letter of the 9th inst., enclosing a copy of a letter which you have addressed to Prince Dolgourouky, the Russian Minister of War, on the subject of intercourse by flags of truce, and I am commanded by their Lordships to signify their approval of the same.

I am, &c.
(Signed) T. PHINN.

Rear Admiral the Hon. R. S. Dundas,
&c. &c. &c.

No. 14.

Admiral DUNDAS to the SECRETARY OF THE ADMIRALTY.

(No. 281.)

Sir,

Duke of Wellington, at Nargen,
17th July 1855.

I HAVE the honour to enclose for the information of the Lords Commissioners of the Admiralty, a copy of a letter which I have received from Prince Dolgourouky, Minister of War to His Majesty the Emperor of Russia, announcing, I regret to say, a decision not to release the prisoners captured under flag of truce from the boat of Her Majesty's Ship Cossack, at Hango Head.

I have considered it proper to place on record the observations which have occurred to me in reply to the statements of the Russian authorities, and I transmit herewith a copy of a letter which I have addressed to Prince Dolgourouky, and which will be forwarded under flag of truce to Cronstadt by the first opportunity.

Among the documents enclosed with these papers is the letter in original from Lieut. Geneste, addressed to Capt. Fanshawe. It is dated at Helsingfors on the 8th June 1855, and is stated to have been forwarded by General Moller, who appears to have commanded at Eckness. Their Lordships will observe that the month of July, in the handwriting of Lieut. Geneste, has been erased, and the month of June has been substituted in a different writing, which may have arisen from the custom in this country of adopting the old and new styles. I have therefore thought it needless to advert to these circumstances in my letter to Prince Dolgourouky, and I have purposely delayed forwarding the letter I have now addressed to him in order that I might have an opportunity once more of communicating with Captain Fanshawe, who arrived here yesterday, and I am not aware that further explanations to their Lordships will be required.

30 Juin 1853.
12 Juillet.

Enclosure 1.

16th July 1855.

Enclosure 2.

Enclosure 3.

The Secretary of the Admiralty,
&c. &c. &c.

I have, &c.
(Signed) R. S. DUNDAS.

Enclosure 1 in No. 14.

Ministère de la Guerre, Chancellerie du Ministère,

St. Pétersbourg, le ^{30 Juin}
12 Juillet 1855.

Monsieur l'Amiral,

J'ai l'honneur d'accuser réception de la lettre que vous avez bien voulu m' adresser sous la date du 4 Juillet. Elle se divise en deux parties distinctes. D'abord elle m'instruit des ordres de l'Amirauté qui vous prescrivait de demander la mise en liberté de l'officier et des marins Anglais faits prisonniers de guerre à Hango Udd le 5 Juin. Ensuite elle nie l'exactitude des informations prises par nos autorités en Finlande sur l'usage que les officiers de la Marine Royale sont censés avoir fait abusivement du pavillon parlementaire.

Permettez moi, Monsieur l'Amiral, de répondre nettement à ces deux questions avec une entière franchise, comme il convient de le faire pour arriver à une appréciation correcte de la vérité.

Nous possédons trois versions sur ce qui s'est passé à Hango Udd.

La première est celle du matelot Brown. Il affirme, de science certaine, avoir vu Lieutenant Geneste, le Docteur Easton, Mr. Sullivan et les gens de l'équipage, tués tous sans exception devant ses yeux. La fausseté de cette déposition est démontrée aujourd'hui par le témoignage des vivants. Je n'ai rien à y ajouter. Vous aurez été le premier à regretter, Monsieur l'Amiral, je n'en doute point, d'avoir ajouté foi à un récit que Monsieur le Capitaine Fanshawe a prématurément accueilli sans vérification suffisante.

La seconde version, que nous eue avons sous nos yeux, est celle du Lieutenant Geneste. Elle est contenue dans une lettre qu'il a adressée au Capitaine Fanshawe. Il l'a remise ouverte au Général Moller avec prière de l'expédier par la première occasion convenable. Je viens de la recevoir.

Je m'empresse de vous la faire parvenir ci-joint afin de ne vous laisser ignorer aucune allégation que cet officier peut avoir jugé utile de faire dans le but de sa propre justification aux yeux de ses chefs.

La troisième relation est le résultat d'une enquête officiellement faite sur les lieux par M le Général de Berg, Gouverneur Général de la Finlande.

Le rapprochement de toutes ces données m'autorise à regarder comme exactement avéré le résumé des faits, que je vais avoir l'honneur de vous communiquer.

Une embarcation armée se dirige en temps de guerre vers le débarcadère de Hango Udd. L'officier qui la commande descend à terre, sans avoir demandé, ni attendu, ni obtenu l'autorisation préalable. Il débarque cinq Finlandais captifs, qu'il remet en liberté. Si tel était le but de sa mission, elle était accomplie. Après s'en être acquitté sans résistance aucune, il aurait dû s'éloigner aussitôt de la côte, et retourner à bord du bâtiment le "Cossack." Loin de là, il quitte son embarcation et s'avance sur le territoire ennemi. Il n'est pas seul. Il se fait accompagner de plusieurs hommes de son équipage. Dans quelle intention ? Il avait en vue, dit il, de communiquer avec le peuple, de parler à l'employé du télégraphe d'acheter s'il se pouvait des vivres. Tout cela ne rentre pas dans les fonctions d'un parlementaire régulier. Un message officiel se transmet d'une autorité militaire à l'autre. Il ne s'adresse ni au peuple ni à un employé du télégraphe. Quel fut le but de l'expédition du Lieutenant Geneste sur territoire Russe, et je m'abstiendrai d'en qualifier l'objet, il n'était ni régulier, ni avoué, c'est évident.

Après s'être éloigné de son bateau à ses risques et périls, cet officier tombe dans une embuscade. Il ne s'y attendait point, n'ayant vu sur le rivage que deux ou trois femmes. Par son imprévoyance il se laisse surprendre par une force supérieure en nombre. Alors, pour mettre sa sûreté à couvert, il se réclame du privilège d'un parlementaire. En avait il le droit ? Avait il employé les précautions requises pour se faire reconnaître en cette qualité avant de descendre sur territoire ennemi ? Rien de tout cela. Entouré de tout part, il se rend prisonnier de guerre, le Docteur Easton, M. Sullivan et les hommes de l'équipage partagent son sort. Pendant ce temps les hommes restés à bord jettent à la mer le canon, dont l'embarcation était armée. On y saisit 360 cartouches de munition, 400 capsules, et deux tubes incendiaires avec leurs mèches. Parmi les fusils tombés entre les mains de nos soldats, plusieurs portent la preuve certaine qu'on venait de s'en servir pour faire feu.

Les faits que je viens de résumer ont été constatés, par l'enquête, dont un Aide-de-Camp de Sa Majesté l'Empereur a été chargé, sur la première nouvelle reçue par le Général de Berg de ce qui venait de se passer à Hango.

Cette enquête a clairement établi selon la déposition unanime de tous les témoins de l'action, que le pavillon parlementaire n'a été aperçu ni à bord du bâtiment le "Cossack," ni sur l'embarcation envoyée au débarcadère, ni entre les mains de l'officier descendu sur le rivage. Après cet exposé, je vous demande, Mons. l'Amiral, si cet officier quand bien même il aurait suspendu, comme il le dit, une toile blanche à un croc d'amarrage, a pu prétendre être traité en parlementaire. Est-ce à dire que tout officier pourra fourrager en pays ennemi ; reconnaître le terrain, pratiquer des intelligences avec les habitants, et, s'il tombe par mégarde entre les mains d'une force supérieure, battre en retraite sain et sauf et se prévaloir après coup du prétendu titre de parlementaire, pour ne pas être détenu comme prisonnier de guerre, lorsqu'il s'est laissé surprendre ?

De droit et de fait le Lieutenant Geneste par sa propre faute, est tombé en notre pouvoir. L'équipage qu'il commandait a partagé son sort. Nous n'avons qu'à regretter la perte des six hommes, dont il a exposé la vie par son entreprise aventureuse, que rien ne justifiait, si ce n'est son espoir de la terminer impunément. Cependant aux stratagèmes de guerre, il faut qu'il y ait une limite. Si cela n'était point on se croirait tout permis sous l'immunité abusive du pavillon parlementaire. Pour notre part, nous tenons à le respecter et à le faire respecter tel qu'il est consacré par les règles loyalement reconnues en temps de guerre. Voilà pourquoi nous ne pouvons pas consentir, sous les circonstances données, à exempter le Lieutenant Geneste de la captivité qu'il a encourue lui même et qu'il a fait partager à l'équipage sous ses ordres.

J'ai l'honneur de vous inviter, Monsr. l'Amiral, à faire connaître cette décision au Gouvernement de Sa Majesté Britannique.

J'ai tout lieu de croire que l'Amirauté se persuadera d'autant plus de la légalité de cette décision, qu'elle a cru devoir relever elle même, par son instruction du 26 Juin, la faute commise par le Lieutenant Geneste, lorsqu'il est descendu à terre avant de faire reconnaître son pavillon parlementaire par un signal donné de la côte.

Après avoir éclairci complètement les faits qui se rapportent à l'incident de Hango Udd, je vais répondre à la seconde partie de votre lettre du 4 Juillet. Elle contredit d'une manière positive les allégations précédemment faites par nos autorités en Finlande quant à l'abus du pavillon parlementaire, mis à la charge des officiers de la Marine Royale.

Je suis dans l'obligation pénible, Monsieur l'Amiral, de vous en donner aujourd'hui une nouvelle preuve. Elle résulte de la déposition ci-jointe appuyée du témoignage direct du Burgomestre de la Ville de Raumo en Finlande.

Je me fais un devoir de placer sous vos yeux la déclaration officielle de ce magistrat M. Peterson sous la date du 20 Juin.
2 Juillet.

L'exactitude des faits y allégués se trouve constatée en outre par les rapports de nos autorités militaires.

En prenant lecture de ce document, vous voudrez bien vous convaincre de deux circonstances que je regrette d'avoir à vous signaler.

1°. Qu'en dépit de vos ordres formels les officiers de votre escadre, déviant de la lettre de vos instructions du 29 Mai, ne se bornent point à arrêter les navires de cabotage en mer comme il leur était prescrit, mais qu'ils frappent d'une sévérité inusitée la fortune privée des propriétaires d'embarcations à l'ancre qui ne trafiquent point, et auxquels votre intention expresse voulait qu'on n'apportât aucun dommage.

2°. Que l'expédition entreprise par les officiers de la Marine Royale dans ce but de destruction en dehors du cercle des opérations militaires, se fait sous l'apparence et sous la couleur d'un pavillon parlementaire.

Il en résulte que nos forces, appelées à protéger la propriété privée de villes ouvertes, exposée aux attaques de votre croisière, sont mises, malgré elles, en collision avec le drapeau blanc, déployé par vos officiers pour enlever aux habitants de la côte leurs moyens d'existence.

A la communication du document ci annexé, je ne saurais me dispenser d'ajouter un fait qui méritera également votre juste désapprobation ; savoir que sur les côtes de l'Isle d'Ôesel des croiseurs de la Marine Royale après avoir intercepté et détruit de simples bateaux pêcheurs ont enlevé aux pauvres matelots leur argent et même jusqu'à leurs vêtements.

En citant ce fait, je ne puis que m'associer entièrement à la conclusion, par la quelle vous avez terminé votre lettre. Elle exprime qu'il est du devoir de toutes les nations civilisées d'employer les moyens en leur pouvoir afin de mitiger l'animosité que l'état de guerre tend à produire. Je compte avec assurance sur les efforts que vous ferez, sans nul doute, pour empêcher le renouvellement d'actes pareils à ceux que je viens de vous signaler.

Recevez, &c.

(Signé) Prince BASILE DOLGOROUKY.

TRADUCTION d'un RAPPORT de M. PETERSON, Bourgemestre de la Ville de Raumo, à M. le General Major de WENDT.

J'ai l'honneur d'informer votre Excc. que le 20 Juin, à 2 heures de la nuit, un bâtiment ennemi a été aperçu à la distance de deux milles, se dirigeant du côté de la ville. J'en ai immédiatement informé le Capitaine Karlstedt, arrivé ici le 21 Juin avec un détachement de soldats pour défendre Raumo. Le Capitaine Karlstedt s'est rendu immédiatement au port et a fait occuper à ses soldats des positions militaires. A 4 heures après midi sont arrivées dans le port quatre embarcations ennemies à rames avec un équipage complet et du canon précédées d'un cinquième bateau sous pavillon parlementaire. M'étant dirigé à leur rencontre à 400 pas de la côte, je fus entouré par eux, les Anglais, qui me demandèrent s'il y a des troupes dans le voisinage.

Le pilote, Granlund, qui m'accompagnait et qui parlait l'Anglais, leur déclara que je n'avais pas le droit de répondre à une pareille question. Alors l'ennemi exigea que les

habitans lui livrassent tout ce qui appartient aux navires, ayant dessiné en même temps sur une feuille de papier les voiles, les cordages et les mâts, ajoutant que si ces objets ne lui étaient point remis, ils brûleraient la ville. Je répondis qu'il nous était impossible de faire ce qu'ils exigeaient. Alors les Anglais déclarèrent que tous les bâtimens dans le port leur appartenaient et que nous pouvions nous éloigner. En même temps ils se dirigèrent vers le navire le plus voisin se préparant à monter à bord.

C'est alors que le Capitaine Karlestadt ordonna d'ouvrir le feu, une fusillade générale s'en suivit et nous eûmes de la peine à regagner la côte.

Deux bâtimens qui se tenaient dans le port ont été incendiés par les bombes du vaisseau ennemi, ils ont brûlé complètement ; quant à l'incendie dans la forêt, il a été, immédiatement éteint et les projectiles ennemis n'ont pas atteint la ville.

Dès que je fus à terre, je me rendis en ville, ordonnant de préparer les pompes à feu et de les remplir d'eau.

Nous n'avons eu personne de tué ; quant à l'ennemi, le Capitaine Karlestadt, qui, pendant tout le temps, s'est trouvé sous un feu très vif, est d'avis qu'il a dû perdre dans les bateaux jusqu'à 50 hommes.

Après trois heures de bombardement avec des pièces de 98, le vaisseau ennemi reprit la mer

Un rapport plus détaillé sera présenté incessamment.

Pour traduction conforme.

Raumo, le 2 Juillet, 1855.

(Signed) PCE. DOLGOROUKY.

Enclosure 2 in No. 14.

Admiral DUNDAS to the RUSSIAN MINISTER OF WAR.

H.M.S. Duke of Wellington at Nargen,
16th July 1855.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of the 12th inst., from which I learn, with regret, that the Government of His Majesty the Emperor of Russia has decided to decline releasing the prisoners captured under a flag of truce at Hango Head from the boat of Her Majesty's ship Cossack.

I should be glad to be spared the pain of further discussion upon the subject, but the statements contained in your letters, and the reasons assigned for the decision, render it proper that I should place on record the observations I have now to offer.

I am informed that three different versions of the facts stated to have occurred have been presented to your Excellency.

The first is contained in the statements of the seaman Brown, whose original depositions were taken after he had been severely wounded, and was in a state of great suffering and exhaustion. The falsehood of the testimony of this man is considered by you to be demonstrated by the acknowledged errors into which he had fallen, but no allowance appears to have been made for unintentional mis-statements natural to a man under such circumstances.

The second version is contained in the letter from Lieutenant Geneste, which has now been forwarded.

I regret much that this letter could not have been dispatched by General Moller at an earlier period, as requested by Lieutenant Geneste ; much pain and anxiety on account of those who were believed to have been killed, would have been spared, and some misapprehension might have been avoided ; but except as to the number of the sufferers it contains nothing to shake the testimony of the seaman Brown, and nothing materially to alter the opinion I had myself formed of the general character of the transaction as collected from the various reports of Captain Fanshawe.

You can have no reason whatever for calling in question the accuracy of the report from Lieutenant Geneste, and still less to insinuate doubts as to his veracity or his honour. The main fact on which I must again beg leave to insist, is the existence of a flag of truce in the Cossack's boat, which is clearly asserted by himself, and relied on in the latter sentences of his letter. The same fact was asserted, without previous concert, by Brown, and was distinctly within his knowledge before his faculties were confused. It is supported by the known orders of Captain Fanshawe, and is attested by the very presence of the Russian prisoners for whose benefit it was directed to be used. The utmost that could be admitted to your Excellency upon this point is the possibility that it might not have been observed from the shore ; but in judging of what is possible, and before any such admission can be conceded, it is necessary to inquire how far it was probable that an oversight of that kind could have occurred.

The point of landing to which the boat was ordered to proceed was near a telegraph station, from which the Cossack herself must have been plainly observed. The habitual vigilance at these telegraphs is known to the officers under my orders. The boat quitted the ship at a considerable distance from the shore, and was for a long time in full view of the telegraph. It is impossible to believe that her motions were not watched, and the flag was hoisted at a mile from the shore. It was therefore clearly the duty of the principal officer on the spot either to give timely warning to the boat that her approach was objectionable, or to report the flag which she displayed, if her signal had been unguardedly neglected.

You may, perhaps, be entitled to contend that, under any circumstances, it was the duty of the officer of the boat to have avoided approaching within gunshot until his signal had been recognized from the shore; but other circumstances may still be stated in explanation, if not in justification of his conduct. General de Berg, in his reply to my letter of the 15th ult., has remarked, that the landing of the prisoners to be released was not an occasion of sufficient importance to render necessary the use of a flag of truce, and that they might have been released without it on any island near the coast. I may therefore observe, that the officers of the Cossack had actually landed on the main land, as well as on the islands near Hango, about a fortnight prior to the 5th June. They had found the shores nearly deserted, and well adapted for the purpose suggested by General de Berg, and they injured nobody. On their return with prisoners, they could not certainly know that a military force was to be present, but they had reason to suspect it, and the flag of truce was necessary as a precaution. It was also the wish of the prisoners to be landed near Hango. Timely warning to the boat would have prevented the catastrophe, but wilful neglect of the flag, and concealment by those on shore could be nothing but gross treachery.

I have next to compare the statement of Lieut. Geneste with the third version of the fact, as presented to your Excellency by your own officers.

It is asserted by them that the flag of truce was observed, and I repeat again, without fear of contradiction, that it was hoisted. To whom then is this want of observation at a telegraph to be imputed, and is it under such circumstances that Lieut. Geneste is to be alone responsible, and to be regarded as a prisoner "de droit et de fait?"

I regret to state, however, that I have less reason to question the vigilance of your officers, than to dispute the assertions of your witnesses. The mis-statements of the seaman Brown have been thought by your Excellency to be sufficient to demonstrate the falsehood of his testimony; but among the statements collected by the aide-de-camp of His Majesty the Emperor, it is alleged that the crew of the Cossack's boat at the commencement of the attack upon them threw overboard the gun (cannon), with which she is supposed to have been armed. You may perhaps be surprised to learn that the boat in question was not fitted with one, and has never mounted one upon any occasion.

I am myself forced to the conclusion that wilful falsehoods have been invented in vindication of a decided outrage, and it is not unimportant to inquire for what purpose the carriages and horses mentioned by Lieutenant Geneste had been previously collected.

Some stress is laid on his avowed intention to endeavour to communicate with the officer at the telegraph, and with the people, and to purchase provisions, but in the absence of troops some little explanation to the nearest authority, or to the nearest residents, was at least desirable and natural on behalf of the prisoners intended to be released. A moment of forbearance on the part of the officer who planned the ambush would have been sufficient to afford it, and you are well aware that acts of courtesy, and even gifts of ordinary refreshments, are not uncommon on occasions of truce. The Cossack was in no sense short of provisions, nor had she been long without refreshments, and I can discover nothing in the statement of Lieutenant Geneste to justify the inferences which have been wrested from them.

The only other circumstances to which it can be now necessary to allude, are the general accusations against officers under my orders, which are attempted to be established by the statements in the latter portion of your letter.

Adopting the same course which has been found convenient by yourself, I must be permitted to divide this latter subject into two distinct heads, which have not been kept clearly in view by your Excellency, viz.:

1st. The abusive use of flags of truce by the British navy.

2nd. Disobedience to an order issued by me on the 29th May.

Upon the first of these two points I have to remark, that, before any justification of the attack on the Cossack's boat can be admitted upon such grounds, it will be at least necessary to show the existence of some general abuse prior to the 5th June, but up to the present moment no single instance has been advanced which can be established by your Excellency.

You have now transmitted from the magistrate at Raumo a statement of occurrences at that place on the 2d July. As yet I have received no report from the the officers of Her Britannic Majesty's ships, but I discover in the report of Mr. Peterson a proof acknowledging that, before the commencement of an attack, conditions of surrender were offered under a flag of truce, and that the place was not defenceless.

Of the transactions connected with the detention of boats near the coasts of the Island of Oesel, I had received full reports from officers of Her Majesty's ships, before I had the honour of receiving your letter; and as regards the clothes and money of the prisoners who were released, I enclose extract from the report from the officer who detained them.

I need only observe, further, that my order of 29th May was never intended to prevent the officers from intercepting an active trade with Stockholm and the ports of Sweden, which is attempted to be carried on by boats from the coast of Russia.

I have, &c.

H. E. Prince Dolgorouky, Minister of War to
His Majesty the Emperor of Russia, Peterhoff.

(Signed) R. S. DUNDAS.

See sub-enclosure.

Sub-enclosure to Enclosure 2 in No. 14.

EXTRACTS of a Letter from Lieutenant JACKSON, commanding H.B.M. Steam vessel Porcupine, to Captain WARDEN, H.B.M. Ship Ajax, Senior Officer in the Gulf of Bothnia, dated 24th June 1855.

"There were four or five men in each boat, all Russian subjects save one, who seemed to be an Italian; they were bound for Stockholm for salt (five had cargoes of lime, with a few bags of rye and hops, the rest in ballast). These boats averaged 34 feet long by 10 wide and 7 deep. They had all Custom-house clearances from Wormsö, and one had an old clearance from Stockholm for 20 tons of salt; by the dates of these papers they appear to have been carrying on this traffic for the last two months; they had certificates of nationality from Wormsö and Hapsal."

"On the morning of the 24th, having arrived off Wormsö, I anchored on the Apolon bank; cleared the boats of their cargoes; the Odensholm boat I sent on, and having placed the crews of four boats into four others, together with the five Estlanders previously taken as mentioned above, and with all and everything of their personal property, utensils, provisions, casks, &c. I gave each boat a paper signed by me stating that as their port, together with all others in the Gulf of Finland, was in a state of strict and efficient blockade by the fleets of England and France, there would be no egress or ingress allowed to them, and I sent them on shore, in all 44 Russian subjects, retaining their papers. After getting them all off, I scuttled and sunk the remaining four boats, and then proceeded on my cruising ground."

Enclosure 3 in No. 14

Lieutenant GENESTE to Captain FANSHAWE.

Sir,

Helsingfors, 8th July 1855.

IN obedience to your order, on Monday, the 5th of June, I proceeded to the landing place at Hango Head in the cutter, carrying a flag of truce, in order to land Russian prisoners and communicate with the officer at the telegraph station. We arrived at the pier, and no person being visible on the shore, except two or three women standing near the houses, I landed the Russian prisoners, and in company with them and Dr. Easton, proceeded towards the houses to communicate with the people and with the officer of the telegraph. The three stewards also accompanied us, in order, if possible, to purchase fresh provisions. But all the boat's crew were left in the boat with strict orders not to land, as you had directed. We also carried with us a white flag of truce on a boarding pike, Lorton, the midshipman's steward, carrying it beside me. We had only proceeded about 50 yards from the boat, when suddenly Russian soldiers (who had lain concealed behind the rocks and houses, and of whose vicinity we were completely ignorant) rose and fired on us and the boat from on all sides. Taking the white flag from the steward Norton who was shot down by my side, I endeavoured with it in my hand to prevent the soldiers from firing at the boat, and so called the attention of their officer who came near me, to it. However, I regret to state that the firing did not cease until many of our people had been hit. As we were completely surrounded by soldiers, it was impossible to effect our escape, the soldiers being within a few yards of the boat on every side: and seeing the inutility of making any resistance, not having a loaded musket in the boat, and the greater number of our small boat's crew of 11 men being killed and wounded by the first fire of the enemy, not a shot was fired on our side. We were all seized by the soldiers, taken to the houses, and without a moment's delay placed in carriages, which appeared to me to be ready for us, and transported to Eckness, where we arrived the same afternoon. I regret to have to state that we have lost 6 of our men killed, and 4 have been wounded badly, nearly all the others having slight scratches. One Finnish captain was also killed and two Russian captains wounded. The wounded men were carried to Eckness, and placed in hospital there. I enclose a list of the killed and wounded. The fate of several of the killed I know only by the Russian report, as we were hurried away too quickly from the scene of action to ascertain it for ourselves; but I fear their report is too true, as we have six men missing, and they report seven dead bodies at Hango Head, which would be correct with our six men and the old Finnish captain, whom we saw shot down and bayoneted. We remained at Eckness during Tuesday, and on Wednesday Mr. Sullivan, myself, and the four unwounded men were removed to this place, leaving the four wounded men at Eckness, with Dr. Easton to attend to them. The wounded men were all doing well when we left Eckness. One of them, Gliddon, had to undergo amputation of his right arm, near the shoulder, which had been successfully performed. Since our arrival at Eckness we have received every attention and kindness from the Russian general and officers that our position would admit of. The wounded men have been treated with the greatest care and consideration. I requested General Mollar, the officer commanding at Eckness, to send a boat on the day following this unfortunate affair, to the ship, with a flag of truce, to inform you what had happened, but he declared it to be impossible. I do not know how this letter will reach you, but the

See sub-enclosure.

general will forward it by the first opportunity. As we were taken prisoners under a flag of truce, I presume we shall be shortly released, but am at present in perfect ignorance of their intentions with respect to us. I send this letter opened and unsealed.

I am, &c.

To Captain Fanshawe,
H.M.S. Cossack.

LOUIS GENESTE,
Lieutenant.

Sub-enclosure to Enclosure 3 in No. 14.

LIST of MEN killed and wounded at HANGO HEAD, on Monday, June 5, 1855, belonging to H.M.S. COSSACK.

KILLED.

— Thompson	-	-	-	Leading seaman and coxwain of cutter.
John Brown	-	-	-	Ordinary seaman.
Cornwall	-	-	-	Ordinary seaman.
Benjamin Smith	-	-	-	Ordinary seaman.
— Lynn	-	-	-	Captain's steward.
J. Bankes	-	-	-	Gunroom steward.

WOUNDED.

John Lorton	-	-	-	Midshipman's steward. Shot through right thigh.
George Boyle	-	-	-	Ordinary seaman. Musket ball in right hip.
Joseph Gliddon	-	-	-	A.B. Right arm amputated.
Thomas Stokes	-	-	-	Ordinary seaman. Wound in face.

RUSSIAN PRISONERS.

— Landstrund	-	-	-	Captain of Finnish vessel. Killed.
— — — — —	-	-	-	Captain of Russian vessel. Severe wound in head.
— — — — —	-	-	-	Supercargo of Finnish vessel. Severe wound in head; skull fractured.

PRISONERS UNWOUNDED.

Owen Francis	-	-	-	A. B.
John Hockey	-	-	-	Stoker.
W. Roskelly	-	-	-	Ordinary seaman.
Francis George	-	-	-	Ordinary seaman.

OFFICERS.

Louis Geneste	-	-	-	Lieutenant.
Herbert Easton	-	-	-	Doctor.
Mr. Sullivan.				

No. 15.

EXTRACT of a Letter from Admiral DUNDAS, dated 21 July 1855.

No. 293.

Duke of Wellington, at Nargen,
21 July 1855.

"I TRANSMIT herewith, for the information of the Lords Commissioners of the Admiralty, a copy of a letter which I have received from Captain Warden, of Her Majesty's ship Ajax, enclosing letters of the 9th and 11th instant, from Commander Story of Her Majesty's ship Harrier, containing further explanations which I had called for in reference to the destruction of shipping near Nystad on the 23rd and 24th ultimo."

"Upon these reports, their Lordships will observe, in the first place, that the vessels destroyed were not of the description referred to in my order of the 29th May, respecting the destruction of boats and small coasting vessels belonging to the poorer classes of inhabitants upon the coast, nor does there appear to have been anything in the circumstances of the case to furnish a pretext for complaint on the part of the Russian authorities that the shipping at Nystad should have been exempted from the consequences of war."

Enclosure 1.

Enclosure 1 in No. 15.

EXTRACT of a Letter from Captain FRED. WARDEN, dated Ajax, in Fogle Fiord.

19/20 July 1855.

"I BEG leave to acquaint you that, having directed Commander Story to furnish me with more complete details respecting the vessels destroyed by the Harrier on the 23 and 24 ultimo, as also to define more accurately the position of them, I have this day received from him letters on these subjects, which I have the honour to enclose for your information."

Sub-enclosure 1 to Enclosure 1 in No. 15.

EXTRACT of a Letter from Commander HENRY STORY, dated H.M.S. Harrier,

"July 9, 1855, off Enskar."

"I BEG to be allowed to correct an error as to the number of vessels burnt and scuttled by the boats of Her Majesty's ship Harrier, under my command, on the nights of the 23 and 24th ult., as well as to furnish the names and probable tonnage of those known. The vessels burnt and scuttled were 55 instead of 47; the names and probable tonnage of some, as far as I have been able to ascertain, are on the other side hereof."

Names of Vessels.	Probable Tonnage.	Rig.	Remarks.
Ocean - - - -	600	Ship - - - -	These are the only vessels whose names I can remember; neither have I the means of finding out either the names or the tonnage of the others, but they were all of a similar class to those I mention. (Signed) HY. STORY.
Emelie - - - -	650	Ship - - - -	
Olga - - - -	350	Brig - - - -	
Delphine - - -	500	Ship - - - -	
Nordrigmen - -	350	Ship - - - -	
A.C.B. - - - -	300	Brig - - - -	
Gustava - - - -	350	Barque - - -	
Apprance - - -	350	Barque - - -	
Ceres - - - -	500	Ship - - - -	
Minerva - - - -	350	Brig - - - -	
Rosina - - - -	250	Brig - - - -	
Junblung - - -	400	Ship - - - -	
Wilhelmina - -	400	Ship - - - -	
Constantine - -	250	Brig - - - -	
Oden - - - -	200	Schooner - - -	
Gloria - - - -	250	Brigantine - -	
Nicolai - - - -	200	Brig - - - -	
Himalay - - - -	450	Ship - - - -	
Comely - - - -	200	Brig - - - -	
Fanny - - - -	200	Brig - - - -	
James - - - -	200	Brig - - - -	
Urames - - - -	450	Barque - - -	
Hand and Star -	250	Brig - - - -	
Charlotte - - -	400	Barque - - -	
Dodo - - - -	400	Ship - - - -	
Caroline - - - -	400	Ship - - - -	
Victoria - - - -	350	Barque - - -	

Sub-enclosure 2 to Enclosure 1 in No. 15.

H.M. Steam Ship Harrier.

Sir,

Off Enskar, July 11th 1855.

IN reply to your letter of the 8th instant, requesting to be informed whether any of the vessels destroyed by the boats of Her Majesty's steam sloop Harrier, under my command, on the 23d and 24th June were included in the arrangements made by Captain Otter with the burgomaster of Nystad a few days previously; I have the honor to inform you, that the vessels destroyed afterwards were *entirely distinct* from any referred to in Captain Otter's arrangements.

The vessels spoken of in Captain Otter's arrangement were those in the harbour of Nystad. Those destroyed afterwards (55 in number) were vessels lying to the northward and southward of the town. The latter (five in number) about four miles off, and the former and remainder, from 12 to 15 miles.

I have, &c.

Captain F. Warden,
H.M.S. Ajax.

HENRY STORY,
Commander.

No. 16.

EXTRACT of a Letter from Rear Admiral Hon. R. J. DUNDAS, dated Duke of Wellington, off Nargen, 23d July 1855.

No. 302.

"I transmit, to be laid before the Lords Commissioners of the Admiralty, the accompanying letter from Captain Warden, of the 19th inst., No. 23, with enclosures, containing reports of the proceedings of Her Majesty's ship in the Gulf of Bothnia."

Enclosure 1 in No. 16.

EXTRACT of a Letter from CAPTAIN WARDEN to ADMIRAL DUNDAS.

Dated Ajax, in Fogle Fiord,
18 July 1855.

"The letter of Commander Gardner, which is annexed, gives a detailed report of the transaction at Raumo, on the 2d instant; and upon it I would only remark, that it does not seem clear that the two parties negotiating under the flag of truce comprehended each other exactly; and the loss of life, as it appears to me, would not have occurred, had the two things been kept quite separate, which ought to have been distinct transactions: viz., the demand to give up the vessels, and the taking them forthwith, instead of their being given up by the authorities of the town; and the flag of truce was actually struck on our part when the firing took place."

Sub-enclosure to Enclosure 1 in No. 16.

EXTRACT of a Letter from Commander A. H. GARDNER to Captain VARDEN.

Dated H.M. Steam Sloop, Driver,
Enskar, July 10, 1855.

"On the morning of the 2d I stood in among the islands outside Raumo, and seeing several vessels laying in that port, I ran in for the purpose of capturing or destroying them, and anchored the ship a mile from the town.

"I found three vessels scuttled and three afloat, and of these, one close up to the town, the others a little further out.

"Taking the boats to cover me, I went in with a flag of truce, and a letter which I had prepared, demanding that the vessels should be given up with their sails and rigging.

"At some distance from the upper end of the town, I was met by a boat bearing a flag of truce, in which were two persons in plain clothes, one of whom called himself the burgomaster.

"This person told me there was no one in the place who understood English; I did not therefore deliver the letter; I made my demands verbally; he appeared to perfectly understand them, and agreed to my taking the vessels out, and promised that the sails and rigging should be sent out.

"He then returned to the shore. I hauled down the flag of truce, and sent the boats, under the first lieutenant, to bring out the nearest vessel, which was lying a little further out than where the parley took place.

"Whilst in the act of casting her off from the shore, a fire of musketry was poured into the boats by men concealed in the houses along both sides of the creek or harbour.

"This was replied to by the men in the boats, and several soldiers who exposed themselves were seen to fall; but as the enemy were mostly under cover, and taking us in front and rear, they could be dislodged only by landing, which I did not think it advisable to attempt, and therefore withdrew the boats to a safer position; from whence I sent the first lieutenant to destroy the two vessels further out, and opened fire upon the town with 24 and 12 lb. rockets from the boats.

"When the enemy commenced firing on the boats, the second Lieutenant left in command of the ship opened a well-directed fire from the guns, throwing shot and shell over the boats into the town.

"After continuing the fire for an hour and a half, and throwing some 80 shot and shell into the place, besides the rockets, none of which, however, took effect in setting the town on fire, I ceased firing, weighed, and steamed out of the bay.

"I have to regret that in this affair the carpenter and five men were wounded, two of the latter mortally.

"The following evening I anchored inside the islands off Christianstad, where George Bucketts, A.B., and Colin Smith, ordinary, breathed their last.

"On the 5th instant I weighed and stood out to the westward.

"On the 6th captured a small sloop partly laden with salt; destroyed the sloop, and put the salt into the Pallas prize.

"On the 9th I captured a small sloop, but finding her not engaged in trade, and apparently the property of very poor persons, let her go."

LONDON :

Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty,
For Her Majesty's Stationery Office.

W R E C K S.

RETURN to an Order of the Honourable The House of Commons,
dated 19 February 1855;—for,

COPY “of the ADMIRALTY REGISTER of WRECKS and other Casualties to
VESSELS which occurred in the Seas and on the Shores of the UNITED
KINGDOM during the Year 1854 (in continuation of Parliamentary Paper,
No. 337, of Session 1854).”

Admiralty, }
22 February 1855. }

JOHN JONES DYER,
Chief Clerk.

(*Mr. Cowper.*)

Ordered, by The House of Commons, to be Printed,
23 February 1855.

ADMIRALTY WRECK REGISTER,
1854.

ABBREVIATIONS AND MEMORANDA.

Column 9. "Force of Wind:"

0, denotes a calm; 12, a hurricane; the intermediate figures, the proportionate force of the wind.

Column 18. "Authority:"

C. G., return from Coast Guard officers; Dep., the deposition made before the Receiver of Admiralty Droits; L. A., return from Lloyd's Agent; L. L., Lloyd's List; S. G., Shipping and Mercantile Gazette.

Unless otherwise stated, the crews are always supposed to be saved.

WRECK CHART OF THE BRITISH ISLES

FOR
1854.

Compiled from the Admiralty Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS.

SYMBOLS.

- Signifies Boat lost by stranding or otherwise.
- The dots in the open Sea represent Vessels that have foundered or are missing.
- ✕ Signifies Vessels seriously damaged. Head to discharge.
- Vessels in collision with serious damage.
- Vessels in collision with total loss.
- The arrows point to the spot at, or near, which the accident occurred, or the port to which the damaged vessel returned for repairs &c. &c.
- ✕ Represents a life-boat.

SUMMARY.

In 1854 the number of Vessels wrecked on the coasts and in the seas of the United Kingdom was 987. Of these 431 were total wrecks, 55 sank by collision, making the number totally lost 486. Vessels stranded and damaged so as to require to discharge Cargo 462, by collision 41, total 508 making the whole number of wrecks 987, and the loss of lives as far as can be ascertained 1349.



ABSTRACT OF WRECKS,

FOR 1854.

SUMMARY.

THE wrecks on the coasts and in the seas of the United Kingdom in the year 1854, were 987, which may be thus classed :—

Totally wrecked - - - - -	431
Totally lost in collision - - - - -	53
Damaged seriously, and had to discharge - - - - -	462
Damaged seriously in collision - - - - -	41

The Number of Casualties in each Month were,

January - - - - -	258	August - - - - -	35
February - - - - -	94	September - - - - -	30
March - - - - -	60	October - - - - -	131
April - - - - -	50	November - - - - -	127
May - - - - -	23	December - - - - -	109
June - - - - -	44		
July - - - - -	26		
		TOTAL - - - - -	987

Of these, 350 occurred on the east coast of Great Britain; 38 on the south coast; and 164 on the west coast; 66 wrecks took place on the coasts of Ireland; 5 were cast on shore at Scilly; 9 at the Channel Islands; 19 at Orkney and Shetland; and 5 at the Isle of Man; the remaining 331 wrecks occurred in the surrounding seas.

Thus the Register for the year 1854 shows an increase of 155 wrecks above those recorded in 1853, but, as compared with the year 1852, it shows a less number by 128.

January was, to the shipping on the British coasts, by far the most disastrous month of this year; continued gales prevailed nearly throughout, causing the loss of 467 lives, and the wreck or damage of 258 vessels. The weather was not, at any period of the rest of the year, so boisterous as to cause, comparatively, any remarkable increase of casualties, until October, which, with November, caused the wreck or damage of 258 vessels, exceeding the casualties of the same months in 1853 by 91; the loss of life, however, was not quite so great.

LIVES LOST in 1854.

The whole loss of lives during the year, as far as has been ascertained, amounts to 1,549.

Of these, 13 were lost in the *Embla*, wrecked near Blyth in a snow storm, on the 7th of January; 290 in the *Tayleur*, wrecked at Lambay Island, January 21st; 23 in the *W. H. Davies*, wrecked at Vatersa Island, in the Hebrides, on the 27th January; 16 in the *Charles Jones*, wrecked on a rock off Esha Ness, Shetland, January 31st; 10 by starvation, on board the wreck of the *Bona Dea*, which was boarded off Mizen Head, and the survivors rescued, February 11th; 11 by the upsetting of the life-boat of the Liverpool Steam-tug Company, when trying to save the crew of the *Cherokee*, stranded in a gale in the West Hoyie, February 18th; 14 in the *Esser*, lost on the Scroby Sand, on the same day; 480 in the *City of Glasgow*, steam ship, missing since the 1st of March, on which day she sailed from Liverpool for Philadelphia; 11 in the *Bonito*, which foundered off the Start, in collision with the *Ann Kimball*, in the night of March 24th; 199 in the *Favorite* (of Bremen), which sunk near the same spot, in collision with the *Hasper*, in the night of March 29th; 21 in the *Europa*, transport, which was burnt at sea, May 31st; 11 in the fishing lugger, *Happy Return*, lost near the Dudgeon, October 18th; 12 in the *Oxefia*, wrecked on Hasbro' Sand, November 17th; 23 in the *Mary Graham*, wrecked at Sunderland, in the night of November 22d; 40 in the *Nile*, steam slip, wrecked near Portreath, in the night of November 30th; 16 in the *Rovigno*, which sunk near Hasbro' Sand, in the night of December 4th; and 14 in the *London*, wrecked on Burnham Flats, at night, December 6th. The remainder were lost in smaller numbers, exclusive of many more lost in ships that are missing.

Of the 1,204 lives enumerated above, 210 were lost in two ships, which foundered at sea in collision, a casualty which the Registers show to be greatly on the increase; viz.—The collisions in 1852, were 57; in 1853, 77; and in the present year, 94 in number. The increase in the loss of lives has, however, been still greater; the Register for 1852, showing a loss of 920 lives; for 1853, 689 lives; and for the present year, the deplorable loss of 1,549 lives.

COPY of the ADMIRALTY REGISTER of WRECKS and other Casualties to VESSELS which

Date.	NAME OF VESSEL. Where Belonging.	Rig.	Tons.	Men.	From. Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854 :									
Jan. - 1	Martha Annetta - -	- -	-	-	Dantzic to Aberdeen	- -	N.W.	6	- -
- 2	Heir of Madryn, of Pwllheli.	Sch. -	90	5	- - Plymouth to Charlestown.	Ballast -	S.E.	10	- - Dark and rainy.
- 2	Three Sisters, of Shields	- -	-	-	- - - -	- -	- -	-	- -
- 3	Pearl - - -	- -	-	-	— to Carthagera -	- -	- -	-	- -
- 3	Charles Richard - -	Brig -	257	-	London to Cardiff -	Ballast -	E.S.E.	10	Thick -
- 3	Unknown - - -	Galliot	-	-	- - - -	- -	E.S.E.	11	- - Heavy snow storms.
- 3	Advena - - -	Brig -	198	8	Galatz to Dublin -	Wheat -	E.S.E.	10	Thick -
- 3	W. M., of Newcastle -	Sch. -	-	-	Newcastle to — -	- -	Easterly	10	- -
- 3	Friends, of Exeter -	Sch. -	73	5	Hartlepool to — -	Coals -	E.N.E.	10	Hazy -
- 3	Atlanta, of Exeter -	Sch. -	89	5	- Hartlepool to Topsham.	Coals -	E.N.E.	2	- Fine and clear.
- 3	Marquis of Sligo - -	- -	-	-	Newport to Torquay	- -	Easterly	6	- -
- 3	Emma, of Ipswich -	Billyboy	-	-	- - - -	- -	- -	-	- -
- 3	Alert, of Whitby - -	- -	-	-	- - - -	- -	S.E.	6	- -
- 3	Henry, of Whitehaven	Brig -	-	-	Cardiff to Liverpool	Coals -	- -	9	- -
- 3	Skeldon, of Stranraer -	Smack	-	-	Stranraer to Glasgow	- -	Easterly	-	- -
- 3	Antipodes - - -	- -	-	-	London to Sydney -	- -	- -	-	- -
- 3	Eliza, of Newport, Pembrokeshire.	Brig -	135	7	Waterford - -	Ballast -	S.E.	10	- -
- 4	Vrouw Neeltje, of Dordt	Galliot	-	5	Newcastle to Lisbon	Coals -	East	10	- - Thick snow storm.
- 4	Isabella, of Whitstable	Sch. -	89	6	- Whitstable to Hartlepool.	Ballast -	Easterly	9	- - Heavy squalls.

occurred in the Seas and on the Shores of the UNITED KINGDOM during the Year 1854

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	1	Total wreck	Near the Humber - - - - -	L. L. ; S. G.
-	-	-	-	-	Total wreck	At Charlestown Pier, "not being able to get admittance into the Basin."—L. A.	L. L. ; L. A.
-	-	-	-	-	Damaged -	At sea. Put into Burntisland, to discharge and repair.	L. L.
-	-	-	-	-	Missing -	She sailed from the Downs on this day, and had not been heard of in May following.	S. G.
200	Lloyd's -	-	-	-	Stranded -	On the Nut Rock, St. Mary's Roads, Scilly, by stress of weather, and much damaged.	L. A.
-	-	-	-	3	- Wrecked, and abandoned.	Goodwin Sands, at the outer edge of the. Crew all lost. Her boat was washed on shore, and three bodies of the crew near it; no name on the boat.	L. L. ; C. G.
400	Shields -	-	-	-	Stranded -	Near Samson Island, Scilly, by stress of weather, and abandoned; was got off by salvors.	Dep. ; L. A.
-	-	-	-	4	Total wreck	At Coquet Island, on the North Steel, and all lost. Her boat and gear came on shore at Alnmouth.	S. G.
400	300 Topsham.	100	90 Hartlepool.	1	Total wreck	Dawlsh, half a mile east of, and went to pieces. "She came to an anchor off Exmouth, and showed a light for a pilot, without effect. It came on to blow hard; and in weighing she struck, became leaky, and was run on shore to save their lives, at 6.30 a.m. The pilot boat was not at sea on the occasion."—C. G. Return.	L. L. ; C. G. ; Dep.
400	525 Exmouth.	80	No	-	Total wreck	On Exmouth Bar. Crew saved. "She struck at the back of the Pole Sand, at 9.30 p.m. No lead going; and the Exmouth pilot boat was not at sea when this casualty happened."—C. G. Return.	L. L. ; C. G. ; Dep.
-	-	-	-	-	Stranded -	Near Appledore, and much damaged -	L. L. ; S. G.
-	-	-	-	3	Upset -	Off Durlstone Head, in St. Alban's Race. Seen afterwards floating about, by the coast guard.	L. L. ; C. G.
-	-	-	-	-	Stranded -	At Winterton. Was got off, January 18th. Crew saved.	L. L.
-	-	-	-	-	Stranded -	At Holyhead, from stress of weather, after parting her cables.	L. L. ; Dep.
-	-	-	-	-	Stranded -	Near Ballantrae. Damaged both hull and cargo, and had to discharge.	L. L.
-	-	-	-	-	Leaky -	At sea. Put into Falmouth, and had to discharge.	S. G.
-	200	-	-	-	Wrecked -	On Mumbles Head. Parted from her anchors, and drove on shore, at 5 p.m., by stress of weather. Crew saved in own boats.	L. L. ; C. G.
-	-	-	-	5	Total wreck	"On the Goodwin Sands, in a snow storm, at night. The life-boat was towed out at daylight, but the crew had all been washed off during the night."—C. G. Return.	L. L. ; S. G. ; C. G.
-	-	-	-	-	Stranded -	On the S. W. side of West Hartlepool, by stress of weather. Crew saved in own boat.	C. G. ; Dep.

(continued)

Date.	NAME OF VESSEL.		Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
	Where Belonging.							Direction.	Force.	
1.	2.		3.	4.	5.	6.	7.	8.	9.	10.
1854 :										
Jan. - 4	Ranger, of Jersey	- Brig -	185	8	- - Hartlepool to Southampton.	Coals -	East	9	Very bad	
- 4	Hopewell, of Goole	- Billyboy	47	3	- - Newcastle to the Humber.	Iron -	East	9	Very bad	
- 4	Elizabeth, of Shields	- Brig -	231	8	Liverpool to Newcastle	Salt -	S.E.	6	Cloudy -	
- 4	Margaret, of Newcastle	Sch. -	-	-	- - - -	- -	Easterly	-	- -	
- 4	Antelope, of Shields	- Brig -	212	8	London to Newcastle	Ballast -	S.E.	6	Cloudy -	
- 4	Anns, of Shields -	- Brig -	151	8	Shields to London -	Coals -	S.E.	6	Cloudy -	
- 4	Amphitrite, of London	Brig -	140	8	Shields to London -	Coals -	S.E.	6	Cloudy -	
- 4	John Murray, of Sunderland.	Sch. -	149	7	London to Sunderland	General -	S.E.	10	- -	
- 4	Arethusa, of Shields -	Brig -	162	8	Whitstable to Shields	Ballast -	S.E.	6	Cloudy -	
- 4	Rebecca and Elizabeth, of Carnarvon.	Sloop -	66	4	Newcastle to Dublin	Coals -	E.S.E.	8	- Tempestuous.	
- 4	New Messenger, of Liverpool.	Brig -	218	8	Liverpool to Newcastle	Salt -	S.E.	6	Cloudy -	
- 4	Sir R. Peel, of Dundee	Barque	291	11	- Valparaiso to Newcastle.	- Nitrate of soda and silver.	N.E.	6	- Squally, with snow.	
- 4	Isabella, of W. Hartlepool.	Sch. -	84	5	- Rochester to W. Hartlepool.	Ballast -	E.S.E.	8	- - Heavy squalls.	
- 4	Eliza, of Kirkwall	- Sch. -	-	-	- - - -	- -	S.E.	6	- -	
- 4	Friends, of Whitby	- -	-	-	- - - -	- -	E.S.E.	10	- -	
- 4	Ellen Cook	- -	-	-	- - - -	- -	E.S.E.	10	- -	
- 4	Yorkshireman	- - - Iron steam-vessel.	615	25	Morecambe to Belfast	General -	E.S.E.	10	Snow -	

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
1,600	1,400 London.	300	-	-	Total wreck	At Bridlington Pier, by stress of weather. Crew saved by the life-boat. "She was run on shore in distress to save their lives."—Dep.	L. L.; S. G.; C. G.; Dep.
700	400	-	-	-	Total wreck	At Bridlington Pier, by stress of weather. Crew saved by a cable, quite exhausted.	L. L.; S. G.; C. G.; Dep.
-	-	-	-	-	Total wreck	At Tynemouth, on the rocks near the Spanish Battery. "Attributed to want of seamanship and canvas. Crew saved by life-boat."—C. G. Return. Dep. says, "She became unmanageable on the bar."	L. L.; C. G.; Dep.
-	-	-	-	-	Lost -	Off Cloughton Wyke, Scarborough -	S. G.
300	-	-	-	-	Total wreck	On Tynemouth Rocks, at night. "The C. G. Return attributes this casualty to not keeping enough to windward, and not carrying enough sail." Crew saved by the life-boat.	L. L.; C. G.; Dep.
-	-	-	-	-	Total wreck	On Tynemouth Rocks. "Attributed to not keeping enough to windward before crossing the bar, and want of sail. Crew saved by mortar line."—C. G. Return.	L. L.; C. G.; Dep.
-	-	60	-	-	Total wreck	On Tynemouth Rocks. "Caused by keeping too much to the northward, and want of canvas."—C. G. Return. Crew saved. "Caused by a sea striking the vessel at 8 a.m., carrying away the bowsprit and tiller, and leaving her unmanageable."—Deposition.	L. L.; C. G.; Dep.
500	1,000	2,000	-	-	Stranded -	Sunderland, behind the South Pier; by stress of weather, at 10 a.m. "The cargo was landed in a very damaged state, and on the 15th the vessel was got afloat, considerably damaged also."—Dep.	L. L.; C. G.; Dep.
-	-	-	-	-	Total wreck	On Tynemouth Rocks. "Attributed to not keeping enough to the southward, and want of sail. Crew saved."—C. G. Ret. "Damaged in collision with the 'Mary,' when running over the bar, and became unmanageable."—Dep.	L. L.; C. G.; Dep.
-	-	-	-	-	Stranded -	At the Jetty, Hartlepool, by stress of weather. Crew saved.	C. G.
-	-	-	-	-	Total wreck	On Tynemouth Rocks. "Caused by want of sail, and not keeping enough to the southward."—C. G. Return. Crew saved by Manby's apparatus, and the crew of the "Sir Robert Peel."	L. L.; C. G.; Dep.
-	-	-	-	Glasgow	Wrecked -	On Tynemouth Rocks. The crew and the silver saved. "Attributed to not keeping enough to windward before taking the bar."—C. G. Return.	L. L.; C. G.; Dep.
-	-	-	-	-	Stranded -	Near W. Hartlepool, by stress of weather. Was got off, and into Hartlepool Harbour, Jan. 18th.	L. L.; C. G.
-	-	-	-	4	Wrecked -	At Tynemouth. On the bar, by stress of weather. Crew all lost.	L. L.; S. G.
-	-	-	-	-	Stranded -	At Sunderland, by stress of weather. Was got off January 30th, and towed in.	S. G.; L. L.
-	-	-	-	-	Stranded -	At Sunderland, by stress of weather. Was got off.	L. L.; S. G.
17,000	-	-	-	-	Wrecked -	Donaghadee, near Foreland Point, at 11.30 p.m. "Caused by mistaking the lights and the thick snow at the time."—C. G. Return. Crew saved in own boat. She was sold to Messrs. Tulloch & Co., who with great difficulty raised her in May following.	L. L.; S. G.; C. G.; Dep.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
Jan. 4	Medina, of Cowes -	Brig -	204	-	--- Portsmouth to Sunderland.	Ballast -	E.S.E.	10	Very bad
- 4	Treasurer, of Shields -	- - -	-	-	London to Shields -	- - -	S.E.	6	- - -
- 4	Zillah, of Sunderland -	Brig -	196	-	London to Sunderland	Ballast -	E.S.E.	10	- - -
- 4	Eweretta, of Hull -	Barque	352	14	Hull to Newcastle -	Salt -	S.E.	6	- Squally and cloudy
- 4	Pilot, of Sunderland -	Brig -	247	-	London to Sunderland	Ballast -	E.S.E.	10	- - -
- 4	Nerio, of London -	Sch. -	184	9	Shields to London -	Coals -	E.N.E.	7	- Squally, with snow.
- 4	Maria, of Rye - -	Sch. -	40	4	Hastings to Seaham -	Ballast -	S.E.	8	- - Thick snow.
- 4	San Francisco, of Naples	Brig -	136	13	London to Shields -	Ballast -	E.N.E.	10	Very bad
- 4	Harmony, of London -	- - -	-	-	London to Sunderland	- - -	E.N.E.	10	Very bad
- 4	Maria, of Montrose -	Brig -	168	-	- Bridport to Sunder- land.	Ballast -	S.S.E.	10	- - -
- 4	Harvest, of Sunderland	- - -	-	-	- - - - -	- - -	E.S.E.	10	- - -
- 4	Mary Ann, of Seaham -	Brig -	200	6	Seaham to London -	Coals -	S.E.	10	- - -
- 4	Good Intent, of Sunder- land.	- - -	-	-	- - - - -	- - -	S.E.	10	- - -
- 4	Devonshire, of Sunder- land.	Brig -	302	12	London to Sunderland	Ballast -	E.N.E.	10	- - -
- 4	Fishers - - -	Sloop -	-	-	Charlestown to Dundee	Coals -	- - -	-	- - -
- 4	Jane, of Sunderland -	- - -	-	-	Sunderland to London	Goods -	S.E.	8	- - -
- 4	Union, of Kirkwall -	Sch. -	-	-	- - - - -	- - -	S.E.	8	- - -
- 4	Minerva, of Wells -	Sch. -	89	5	London to Wells -	Ballast -	E.S.E.	10	- - Thick, with snow.
- 4	Yare, of Yarmouth -	- - -	-	-	- - - - -	- - -	S.E.	8	- - -
- 4	Abraham, of Portsmouth	Brig -	-	7	- - - - -	- - -	- - -	10	- - -
- 4	Sarah Ann, of Sunder- land.	- - -	-	-	- - - - -	Coals -	- - -	-	- - -
- 4	Argyle, of Falmouth -	Sch. -	-	-	- - - - -	- - -	N.E.	9	Cloudy -
- 4	Awe, of Sunderland -	Brig -	316	10	Hartlepool to London	Coals -	E.S.E.	8	- - Thick snow.
- 4	Rainbow, of Hartlepool	- - -	-	-	W. Hartlepool to —	Coals -	E.S.E.	9	Snow -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Stranded -	At Sunderland, by stress of weather, and very much damaged. Crew saved by the life-boat. Was got off January 18th.	S. G.; Dep.
-	-	-	-	-	Stranded -	At Shields, by stress of weather - -	L. L.; S. G.
-	-	-	-	-	Stranded -	At Sunderland, by stress of weather. Was got off Jan. 16th, and into harbour to repair.	S. G.; Dep.
800	-	-	-	-	Wrecked -	At Shields, on the Black Midden Rocks. The C. G. Return attributes this loss to "not keeping enough to windward, and a want of sail." The deposition, "to other vessels fouling her."	L. L.; C. G.; Dep.
-	-	-	-	-	Stranded -	At Sunderland, by stress of weather; was got off, January 14th, very much damaged.	S. G.; Dep.
-	-	-	-	-	Wrecked -	At Tynemouth, on the Black Midden Rocks. "Attributed to want of seamanship and want of canvas."—C. G. Return. Crew saved by life-boat. Was got off, very much damaged, February 1st, and sold for 31 <i>l</i> . "Caused by the wheel being carried away."—Dep.	C. G.; L. L.; Dep.
-	-	-	-	-	Stranded -	Hartlepool Jetty, on the south side of; was got off with damage.	C. G.; Dep.
2,000	Naples	-	-	-	Total wreck	At Sunderland, at the end of South Pier, by stress of weather. Hull, &c., sold for 125 <i>l</i> .	L. L.; C. G.; L. A.
-	-	-	-	-	Stranded -	At Sunderland, by stress of weather, and became a wreck.	L. A.
-	-	-	-	-	Stranded -	At Sunderland, by stress of weather; got off, 16th, with considerable damage. Crew saved.	L. L.; S. G.; Dep.
-	-	-	-	-	Stranded -	At Sunderland, by stress of weather; was got off January 30, and towed in.	S. G.; L. L.
400	800	70	140	-	Total wreck	At Sunderland, behind the North Pier, by stress of weather. Crew saved by rockets.	L. L.; S. G.
-	-	-	-	-	Stranded -	At Sunderland, by stress of weather; was got off.	S. G.
1,900	No	-	-	-	Total wreck	At Sunderland, at the end of the South Pier, by stress of weather. Crew saved.	L. L.; S. G.; C. G.
-	-	-	-	2 sup.	Wrecked -	River Tay, on the Gaa Bank. The master and his wife saved.	L. L.; S. G.
-	-	-	-	-	Stranded -	At Sunderland, by stress of weather, and greatly damaged; was got off. Crew saved.	L. L.; S. G.
-	-	-	-	4 sup.	Upset -	On the Herd Sand. Crew drowned -	S. G.; L. L.
500	-	-	-	5	Wrecked -	On Thornham Main, Norfolk, by stress of weather, in the night, having parted from her anchors.	L. L.; C. G.; S. G.
-	-	-	-	-	Stranded -	At Sunderland, by stress of weather - -	S. G.
-	-	-	-	7	Total wreck	At Gorleston, near Yarmouth, by stress of weather. S. Gazette says, "There were no means of saving life on the spot."—S. G., Yarmouth, 6th January.	L. L.; S. G.
-	-	-	-	-	Stranded -	On the bar, Hartlepool, by stress of weather; was raised, and brought into harbour, February 18th.	L. L.
-	-	-	-	-	Lost -	On the Manacles, near Falmouth, by stress of weather.	S. G.
-	-	-	-	-	Total wreck	At Hartlepool, on the Heugh Rocks, by stress of weather. Crew saved by life-boat. She sprung a leak at sea, and was run on shore.	L. L.; C. G.; Dep.
-	-	-	-	-	Total wreck	At Hartlepool, by stress of weather - -	S. G.

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
Jan. - 4	Dapper, of London -	Brig -	209	8	Hartlepool to London	Coals -	E.S.E.	9	- Squalls; snowy.
- 4	Sir Alexander M'Kenzie, of Shields.	Brig -	-	-	London to Shields -	- -	E.S.E.	10	- -
- 4	Diadem, of Yarmouth	Sloop -	58	3	- - Rochester to Warkworth.	Ballast -	E. by N.	9	Hazy -
- 4	Victor, of London -	Brig -	146	7	London to — -	Ballast -	E.S.E.	8	Cloudy -
- 4	Active - - -	Sch. -	110	7	- - Arundel to Sunderland.	Timber -	E.	11	- - Thick, with rain.
- 4	Mary, of Weymouth -	- -	-	-	Hartlepool to — -	Coals -	E.S.E.	9	- -
- 4	Rebecca and Elizabeth, of Falmouth.	- -	-	-	- - - -	- -	S.E.	8	- -
- 4	Sceptre, of Whitby -	Brig -	218	7	- - London to Middlesborough.	Ballast -	S.E.	8	- - Thick snow.
- 4	Tweedside, of Montrose	Sch. -	69	4	- - Montrose to Chichester.	Barley -	E.S.E.	9	Snow -
- 4	Science, of Guernsey -	Brig -	153	8	London to Shields -	Ballast -	East	11	Snow -
- 4	Elizabeth Adnett, of London.	Brig -	268	10	London to Shields -	Ballast -	E.S.E.	11	- - Thick, with snow.
- 4	Commerce, of Portsmouth.	- -	158	8	- - - -	- -	E.S.E.	11	- - Thick, with snow.
- 4	Sprite, of Weymouth -	Brig -	-	-	Portland to — -	Stone -	E.S.E.	10	- -
- 4	Marys, of Whitby -	- -	-	-	Hartlepool to London	Coals -	E.	10	- -
- 4	Eliza, of London -	Brig -	150	6	London to Hartlepool	Ballast -	E.S.E.	10	- - Snow showers.
- 4	Friends, of Bideford -	Brig -	143	6	- - Southampton to Newport.	Ballast -	S.E.	10	- -
- 4	Grouse, of Weymouth	Sloop -	53	5	- - Dunkirk to Sunderland.	Ballast -	E.S.E.	10	- - Snow showers.
- 4	Farmer, of Maryport -	- -	133	7	Liverpool to Belfast	- - Bone-dust and salt.	S.E.	-	- -
- 4	Providence, of Sunderland.	- -	-	-	Sunderland - -	Coals -	E. by S.	10	- -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	6	Total wreck	At Hartlepool, on the Hengh Rocks, by stress of weather, and went to pieces. Crew all lost but two, who were saved by the life-boat.	S. G.; C. G.; Dep.
-	-	-	-	-	Stranded	Near Lowestoft. Drove on shore by stress of weather. The crew saved. The vessel was got off 23d January.	L. L.; S. G.
-	240 Goole.	-	-	-	Wrecked	On Aldborough beach, by stress of weather. Crew saved.	C. G.
-	-	-	-	-	Stranded	Hartlepool, on south side of the jetty, by stress of weather. Was got off, much damaged.	C. G.; Dep.
200	No	-	No	-	Stranded	At Hauxley Point, 2½ miles south of Amble, by stress of weather, having had all her sails blown away.	C. G.
-	-	-	-	-	Total wreck	At West Hartlepool, on the Middleton Sands, by stress of weather.	S. G.
-	-	-	-	-	Wrecked	At Shields, by stress of weather	S. G.
-	-	-	-	-	Stranded	On Seaton Carew Beach, Tees Bay, by stress of weather. Crew saved. The vessel was got off. "She parted her cables, and drove on shore."—Dep.	L. L.; S. G. C. G.; Dep.
-	Yes	-	Yes	-	Wrecked	On the Blacktail Sand; previously damaged by stress of weather. The crew saved in an exhausted state, by smacksmen, from Southend.	Dep.; S. G.
700	600	-	-	-	Leaky	Drove into Warkworth Harbour, where she upset, and sunk; caused by her ballast shifting. She was raised, and taken up the harbour, 17th February.	C. G.; L. L.; S. G.
2,000	Yes; London.	-	-	-	Stranded	Amble Harbour, half a mile south of. "Damaged, but may be got off, at great expense."—C. G. Return. Was got off, and taken to Blyth, much damaged.	C. G.; S. G. L. L.
800	No	-	-	-	Stranded	Amble Harbour, 500 yards south of. "Damaged, but may be got off, at great expense."—C. G. Return. She was got off.	C. G.; S. G.
-	-	-	-	-	Stranded	In Portland Roads, by driving on shore, in a heavy gale of wind; after discharging the cargo, was got off, and towed into Weymouth, leaky.	Dep.
-	-	-	-	-	Stranded	Near Whitby, on the Uppang Rocks, by stress of weather. Crew saved.	L. L.; S. G.
-	-	-	-	-	Stranded	Two miles south of Gorlestone (near Yarmouth), by stress of weather. Was got off, damaged, January 29th. Crew saved.	S. G.; Dep.
-	-	-	-	-	Abandoned	Off the Smalls, in a sinking state, from stress of weather. Crew saved by the "Janet Boyd."	Dep.
-	-	-	-	-	Stranded	On Yarmouth Beach, in distress, after beating over the Scroby Sand. Crew saved.	S. G.; Dep.
-	-	-	-	-	Leaky	At sea. Was run on the West Bank, Belfast Lough, with 7 feet water in the hold; had to discharge, to get off.	Dep.
-	-	-	-	-	Total wreck	Hartlepool, on the bar, by stress of weather.	S. G.

(continued)

Date.	NAME OF VESSEL.		Rig.	Tons.	Men.	From.		Cargo.	Wind.		Weather.
	Where Belonging.					Bound to.			Direction.	Force.	
1.	2.		3.	4.	5.	6.		7.	8.	9.	10.
1854:											
Jan. - 4	Eagle, of Merville	-	Smack	18	4	Fishing Vessel	- - -	-	Easterly	8	- - Snow showers.
- 4	Agatha, of Ipswich	-	Sch. -	-	7	- - -	-	Iron	E.S.E.	11	- -
- 4	John, of Goole	- -	Sloop -	45	3	London to Goole	-	General	E.S.E.	10	- -
- 4	Frederica, of Rostock	-	Brig -	224	9	St. John's to Hull	-	Timber	E.S.E.	10	- - Snow storm.
- 4	Antelope, of Woodbridge	-	Sch. -	157	7	- - London to Middlesbro'.	-	Ballast	S. E.	9	- - Thick snow squalls.
- 4	James	- - -	Brig -	-	-	- - -	-	-	East	10	- Cloudy, snow.
- 4	Oak, of Whitby	- -	Brig -	180	7	- - London to Hartlepool.	-	Ballast	Easterly	8	Cloudy -
- 4	Woodfield, of Hartlepool.	-	Brig -	98	7	- - London to Hartlepool.	-	Ballast	Easterly	8	- Tempestuous; thick snow.
- 4	Clio, of Sunderland	- -	-	-	-	- - -	-	-	E. by S.	10	- - Thick snow.
- 4	Favourite, of London	- -	-	-	-	London - - -	-	Ballast	E. by S.	10	- - Thick snow.
- 4	Woodbridge, of London	- -	-	-	-	London - - -	-	Ballast	E. by S.	10	- - Thick snow.
- 5	Berte, of Charente	- -	-	-	-	London to —	-	Ballast	E.S.E.	9	- -
- 5	Echo, of Sunderland	- -	-	-	-	Shields to —	-	Coals	E.S.E.	9	- -
- 5	Hannah, of Whitby	-	Brig -	266	10	- - Hartlepool to London.	-	Coals	E.N.E.	7	Squally -
- 5	Rebecca and Elizabeth	-	Sloop -	-	-	- - Newcastle to —	-	Coals	E. by S.	10	- -
- 5	Leona	- - -	-	-	-	Havanah to Antwerp	- - -	-	-	-	- -
- 5	Citizen, of Boston	-	Sloop -	46	3	- - Maldon to Middlesbro'.	-	Ballast	E.S.E.	8	Cloudy -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
50	-	-	-	-	Wrecked	Moville, at the new pier (Inishowen), "by stress of weather, and absence of the crew."—C. G. Return.	C. G.
-	-	-	-	9	Wrecked	The Binks Sand, Humber, when being towed in, dismasted, by the tow-rope breaking, the vessel getting amongst the breakers before assistance could be rendered. She went to pieces; the crew and two fishermen lost.	S. G.
-	-	-	-	-	Stranded	At Huttoft; she slipped and ran on shore by stress of weather, at 3 p. m.; crew saved by the life-boat from Sutton.	S. G.; C. G.; Dep.
-	-	-	-	-	Wrecked	At Mablethorpe, by stress of weather, dismasted, and waterlogged. Crew saved by the Theddlethorpe life-boat. "This vessel had been repaired at Yarmouth, at a cost of 835 <i>l.</i> , after stranding on the Norfolk coast. She was close in to the breakers before the land was seen; no lead hove. On finding she could not haul off the shore, she anchored; drove on shore, and cut away the masts at 10.30 a. m."—C. G. Return.	C. G. Dep.
-	-	-	-	-	Stranded	Hartlepool, on south side of jetty. "The harbour's mouth being blocked up with vessels."—C. G. Return.	C. G.
-	-	-	-	-	Stranded	At Holyhead, and sunk on the rocks; likely to go to pieces.	L. L.; S. G.
-	-	-	-	-	Stranded	Hartlepool, on the beach, near Middleton, by stress of weather; the crew saved, and the vessel got off with damage.	L. L.; S. G. C. G.; Dep.
-	400 Newcastle.	-	-	-	Total wreck	In West Hartlepool outer Basin, from collision with other vessels; driven in from stress of weather.	C. G.; Dep.
-	-	-	-	-	Wrecked	At Hartlepool, by stress of weather	S. G.
-	-	-	-	-	Stranded	Near Hartlepool, by stress of weather; was got off, and taken into Hartlepool Harbour, 28th January.	L. L.; S. G.
-	-	-	-	-	Stranded	At Hartlepool, by stress of weather	S. G.
-	-	-	-	-	Wrecked	West Hartlepool, on the Middleton Sands, by stress of weather.	S. G.
-	-	-	-	-	Total wreck	West Hartlepool, on the Middleton Sands, by stress of weather. Crew saved.	S. G.
-	-	-	-	1	Wrecked	On Tynemouth Rocks, after striking on the bar. "Attributed to bad seamanship, and want of sail."—C. G. Return. Crew, except one, saved by life-boat. She was floated off January 28th.	Dep.; C. G.
-	-	-	-	-	Total wreck	At West Hartlepool, on Middleton Sands, by stress of weather. Crew saved by the boat of the "Atlantic."	L. L.; S. G.
-	-	-	-	-	Leaky	At sea; put into Ramsgate, and had to discharge.	L. L.
-	-	-	-	-	Stranded	Hartlepool, on south side of the jetty, by stress of weather; was got off.	L. L. C. G.; Dep.

Date.		NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
								Direction.	Force.	
1.		2.	3.	4.	5.	6.	7.	8.	9.	10.
1854 :										
Jan.	5	Victoria, of Wexford -	Sch. -	77	5 sup.	Liverpool to Wexford	Coals -	East	10	- Sleet and snow.
-	5	Teesdale, of Stockton -	Sch. -	158	8	London to Stockton	General -	E. S. E.	8	Wild
-	5	Lancaster, of Hull -	Sch. -	82	5	- - Newcastle to London.	General -	E. S. E.	10	- - Snow showers.
-	5	Jesse, of Gravesend -	Sch. -	146	8	- - Gravesend to Hartlepool.	Ballast -	East	8	- - Thick, showery.
-	5	Ellen, of Whitby -	Brig -	184	7	- Middlesbro' to London.	Coals -	E. S. E.	10	- - Snow showers.
-	5	Ayre Quay, of Sunderland.	Sch. -	-	-	- - - - -	Bottles, &c. -	-	-	- - -
-	5	Earl of Newburgh, of Shields.	Brig -	185	7	Shields to London	Coals -	Easterly	11	- - Thick, with rain.
-	5	Jane, of Newquay -	Sch. -	77	5	Ayre to Newport -	Iron -	S. E.	10	- - Thick, with snow.
-	5	Annette, of Norway -	Brig -	-	-	St. Ubes to Stavanger	- -	E. S. E.	9	Gloomy -
-	6	Zephyr, of Stockton -	Brig -	342	-	Hartlepool to London	Coals -	East	9	Cloudy, with snow.
-	6	Laurel, of Hartlepool -	- -	-	-	Hartlepool to ———	Coals -	East	9	- -
-	6	Alexander Campbell, of Blyth.	Brig -	-	-	London to Blyth	Ballast -	East	9	- -
-	6	Scipio, of Little Hampton.	Brig -	185	9	- - Little Hampton to Sunderland.	Ballast -	East	7	Clear -
-	6	Prince of Wales -	Sloop -	-	4	- - - - -	Apples -	E. S. E.	10	- -
-	6	Edward and Margaret, of Ulverstone.	Sch. -	57	4	Cardiff to Dublin -	- - Coals and tin.	Southerly	9	Snow -
-	6	Dewdrop, of Whitby -	Brig -	250	10	Hartlepool to London	Coals -	S. E.	8	- Squally ; rain.
-	6	Halcyon, of Sunderland	Brig -	170	8	- - - - -	- - -	E. S. E.	9	Hazy -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	5 sup.	Wrecked -	At Rogerstown Bay, near Rush, by stress of weather. "Supposed to have come on shore in thick snowy weather, at night, and all lost, as the wreck was observed at daylight the next morning."—C. G. Return.	L. L.; S. G.; C. G.
-	-	-	-	-	Stranded -	Hartlepool, at the jetty, by stress of weather. Crew saved by the life-boat.	L. L.; C. G.; Dep.
-	300 Blyth.	800	Lloyd's	1	Wrecked -	South of Holy Island Harbour, "by stress of weather, and not being acquainted with the coast."—C. G. Return. Was got off Jan. 26th, having received a great deal of injury.	L. L.; C. G.; Dep.
-	-	-	-	-	Wrecked -	At Hartlepool. She anchored on the bar, the harbour's mouth being blocked up with vessels, and drove, in collision with another vessel, from her anchors.	C. G.; Dep.
-	-	-	-	-	Total wreck	South of Holy Island Bar. She run on shore in distress, with 7 feet water in the hold. "Difficulty was experienced in getting volunteers for the life-boat at Holy Island. The boat at Ross Sands, manned by coastguard and fishermen, saved the crew."—C. G. Return.	L. L.; C. G.; Dep.
-	-	-	-	-	Abandoned	At sea, and taken into Hartlepool derelict -	L. L.
800	700 Shields.	200	No	-	Total wreck	Near Warkworth. Drove on shore by stress of weather. Crew saved by the Hauxley life-boat.	C. G.
-	-	-	-	-	Stranded -	Ballywalter, on the Long Rock, by stress of weather, in a dangerous position. Crew saved. Likely to become a total wreck.	C. G.; Dep.
-	-	-	-	8 sup- posed.	Total wreck	On the Goodwin Sands, by stress of weather. The wreck drove on shore at Sandwich. All lost.	S. G.
-	-	-	-	-	Fire -	In Leith Roads, where she had put into, and became a total wreck. She burnt to the water's edge, and sunk. Crew abandoned her, and were saved.	L. L.; S. G.; C. G.
-	-	-	-	-	Fire -	Near Inch Keith. Burnt to water's edge, and sunk. Crew saved.	L. L.
-	-	-	-	-	Wrecked -	On the Ox Carr Rocks. Drove from her anchors in a heavy sea, under Inch Keith, and sunk. Crew saved.	S. G.
800	700	-	-	-	Wrecked -	South of Rattray Head (Peterhead), by stress of weather. She was got off damaged. Stranded a second time, in a gale of wind, and wrecked. Crew saved.	C. G.; L. A.
-	-	-	-	4	Abandoned	Taken into Colchester derelict, after stranding on the Barrows, from stress of weather. The crew were swept from her deck by the heavy seas which washed over the vessel.	S. G.
-	-	-	-	-	Stranded -	Near Dublin, on the North Bull, in a thick snow storm, and bilged. Crew saved. She was got off, much damaged, February 19th following.	S. G.; Dep.
1,800	Whitby -	700	-	1	Wrecked -	At Arbroath, by stress of weather. The crew, except one, saved by Manby's apparatus. The vessel went to pieces.	S. G.; C. G.
-	-	-	-	8	Total wreck	At Newburgh, about 200 yards north of the River Ythan, by stress of weather.	C. G.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
Jan. - 6	Minerva, of Wisbeach -	Sch. -	-	-	Tyne to London -	General -	N. E.	10	- - -
- 6	Hercules, of Aldborough	Sch. -	72	5	- Aldborough to New- castle.	Ballast -	Easterly	9	Snow -
- 6	Palestine - - -	- - -	-	-	Batavia to Hamburg	- - -	- - -	-	- - -
- 6	Monarch, of Guernsey -	Brig -	245	10	Shields to Jersey -	Coals -	East -	11	- - Thick, with rain.
- 6	St. George - - -	Brig -	140	7	Jersey to Shields -	Ballast -	East -	11	- - Thick, with rain.
- 7	Eagle, of Glasgow -	- - -	-	-	- - Fraserburgh to London.	Potatoes	- - -	-	- - -
- 7	Genereuse, of Libourne	Brigtn.	100	5	Libourne to Dunkirk	Wine -	S. W.	9	- - Rather thick.
- 7	Embla, of Christiania -	Brig -	200	13	St. Ubes to Stavanger	Salt -	East -	11	- - Sleet and snow.
- 7	Cygnets - - -	- - -	-	-	- - - - -	- - -	S. E.	8	Rain -
- 7	Mermaid, of Bath, U.S.	Ship -	1,222	29	- - Liverpool to Phila- delphia.	General -	S. E.	10	- - Thick and rainy.
- 7	Mary Elizabeth, of Holyhead.	Brigtn.	78	5	- Pembryn to Kings- town.	Coals -	E. S. E.	9	- - Thick, with sleet.
- 7	Johan Augusta, of Malmo.	Sch. -	75	6	Malmo to Aberdeen -	Bones -	S. E.	8	- - Snow storms; very thick.
- 7	Thomas Miller, of Li- verpool.	Barque	250	8	Liverpool to Shields -	Salt -	E. S. E.	10	- Cloudy; rain.
- 8	Elizabeth, of Shields -	Brig -	280	10	Plymouth to Swansea	Ballast -	W. N. W.	9	Squally -
- 8	Traveller, of Sunderland	Brig -	260	9	London to Sunderland	Ballast -	E. S. E.	10	Stormy -
- 8	Augusta, of Caen -	Brig -	79	6	Caen to Blyth - -	Ballast -	E. S. E.	10	Stormy -
- 8	Caurinus - - -	- - -	-	-	- Port Isaac to Bide- ford.	- - -	- - -	-	- - -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. RE MARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	600	-	1,800	4	Abandoned	Taken into Shields, derelict, by pilots, who found her at anchor, off Souther Point, the crew having left her in a boat, which upset, and they were all lost.	Dep.
300	-	-	No	-	Total wreck	Near North Berwick. "No chart on board, north of Flambro' Head, and the whole crew totally unacquainted with the Firth. Crew saved with great difficulty by coastguard and fishermen."—C. G. Return.	C. G.; L. A.
-	-	-	-	-	Leaky	At sea. Put into Portsmouth, and had to discharge.	S. G.
1,500	Jersey	300	No	-	Total wreck	Near Warkworth, by stress of weather. "Crew saved by the Hauxley life-boat. The mortar was tried, and failed, the vessel being too far."—C. G. Return.	S. G.; C. G.
600	No	-	-	-	Stranded	Amble, $\frac{1}{2}$ a mile south of, by stress of weather. "Her ballast shifted, and she was run on shore." Crew saved. She was got off Jan. 28.	C. G.
-	-	-	-	-	Leaky	At sea. Put into Hull, was surveyed, and had to discharge.	S. G.; L. L.
-	-	-	-	1	- Upset, and wrecked.	Off Lyme, and drove on shore three miles east of the town. Crew saved by the Lyme life-boat. One coastguard man drowned in assisting to save the crew.	L. A.; S. G.; C. G.; Dep.
-	-	-	-	13	Total wreck	At Lyne Burn, near Blyth, by stress of weather. The Insp. Com. says, "I understand that the crew might have been saved by the life-boat, but the fishermen refused to go out."—C. G. Return.	C. G.; S. G.
-	-	-	-	-	Stranded	On the Herd Sand, by stress of weather, and much damaged.	S. G.
13,000	-	30,000	-	-	Total wreck	Great Copeland Island, S. W. side of, in thick weather. Crew saved in own boat. The vessel broke up. "Caused by ignorance of the coast, and incautions in carrying a press of sail, by which the vessel missed stays, and struck at 11 a.m."—C. G. Return.	C. G.; S. G.; Dep.
300	400 Lloyd's.	60	No	-	Stranded	Off Lurgan, Dundalk Bay, by stress of weather, and loss of sails. Crew saved in own boat. She was got off Jan. 29th.	C. G.; L. L.; Dep.
-	-	-	-	-	Stranded	At Aberdeen, by stress of weather. Was got off, 21st.	S. G.
1,200	Lloyd's	160	-	-	Stranded	Drogheda. On the north side of the bar. She sprung a leak at sea, and was run on shore to save the lives of the crew. The Insp. Com. suggests a harbour of refuge in the locality. C. G. Return.	C. G.; Dep.
1,000	1,000	-	-	-	Stranded	In St. Mary's Road, Scilly, by stress of weather.	S. G.; C. G.; L. A.
700	1,000	-	-	3	Stranded	Near Sunderland, by stress of weather, and sold as a wreck for 220 l. Was got off, Feb. 14th, but sunk, and 3 men drowned.	C. G.; L. A. Dep.
300	-	-	-	-	Stranded	At the North Pier, Sunderland, by stress of weather. Was condemned, and sold as a wreck for 50 l. She was got off, Feb. 1st.	L. A.; C. G.
-	-	-	-	-	Leaky	At sea. Put back to Port Isaac, and had to discharge.	L. L.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
Jan. 8	Domestic - - -	Sch. -	149	8	Girgenti to Glasgow	Sulphur -	N. W.	10	- -
- 8	Larch, of Jersey - -	Sch. -	100	4	Swansea to Jersey -	Coals, &c.	West	8	Squally -
- 8	Ann, of Lynn - - -	Brig -	165	6	Lynn to Shields -	Ballast -	E. N. E.	6	Squally -
- 8	Jane and Margaret, of Newcastle.	Brig -	231	8	London to Shields -	Ballast -	E. N. E.	5	Cloudy -
- 8	Zephyr, of Tonsberg -	Brig -	237	10	London to Shields -	Ballast -	East	9	Rain -
- 8	Galatea, of Guernsey -	Brig -	110	7	Guernsey to London	Stone -	S. W.	9	Heavy squalls, thick, cloudy.
- 9	Savannah, of London -	Brig -	125	6	London to Shields -	Ballast -	N. E.	6	Cloudy -
- 9	Carl, of Calmar - - -	Sch. -	150	8	Lisbon to Gottenburg	Salt -	E. S. E.	9	- - Thick sleet.
- 9	Brechin Castle - - -	- - -	-	-	- - - -	- - -	- - -	-	- -
- 9	Finance, of Hartlepool	Brig -	182	7	London to Hartlepool	Ballast -	East	9	- - Snow showers.
- 9	Unknown - - -	Sch. -	200	-	- - - -	- - -	- - -	-	- -
- 9	Aurora, of Sunderland	Barque	360	-	Hull to Shields -	Ballast -	E. S. E.	5	- -
- 9	Breakwater, of Shields	Brig -	181	-	London to Shields -	Ballast -	E. S. E.	4	- -
- 9	Junius, of Christiansand	Sch. -	103	6	London to Shields -	Ballast -	N. E.	6	Squally -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
1,400	700 Top-ham.	-	-	-	Wrecked -	On Bignish Island, near the Great Blasket, by stress of weather; crew saved in own boat.	C. G.; S. G.
-	-	-	-	-	Stranded -	At Padstow. She anchored in attempting to enter the harbour, "parted in the night, and drove on Trebetheic Beach, and ought to have been got off at high water, but was suffered to remain in her perilous situation 24 hours longer, and unnecessarily scuttled; crew saved."—C. G. Return. "She was finally got off much damaged, and the cargo discharged, &c."—Dep.	C. G.; S. G.; Dep.
500	London -	-	-	-	Stranded -	On the Herd Sand, "by keeping too much to the southward before nearing the bar, and want of sail."—C. G. Return. "She became unmanageable from the wind falling, a strong sea running, and the fresh coming down the river; crew saved by South Shields life-boat."—Deposition.	C. G.
1,600	Yes	-	-	-	Stranded -	On the Herd Sand, "in entering the Tyne with a leading wind. Caused by bad seamanship and want of canvas."—C. G. Return. The deposition states the cause to have been part of the wheel chain giving way, the fresh and the heavy sea causing the vessel to be unmanageable (10.30 p. m.) Was floated off Feb. 14.	C. G.; L. L.; Dep.
-	Drain -	-	-	4	Stranded -	Berwick, $\frac{1}{2}$ of a mile north of the pier, from stress of weather; the hull was sold for 385 <i>l.</i> , and got off very much damaged, January 26th.	L. L.; C. G.
-	No	-	No	-	Stranded -	Near Shoreham, by stress of weather and loss of sail; crew saved by the coast guard. She was got off with loss of cargo, and taken into Shoreham to repair.	S. G.
-	-	-	-	-	Stranded -	On the Herd Sand. This case is attributed to "not carrying sail enough, and not keeping enough to the northward."—C. G. Return. Crew saved by life-boat. The vessel was got off.	L. L.; C. G.; Dep.
-	Yes	-	Yes	-	Stranded -	Aberdeen, outside the south breakwater, by stress of weather; crew saved by the life apparatus; she was sold for 60 <i>l.</i>	C. G.
-	-	-	-	-	Damaged -	At sea; put back to Shields, was discharged, and put into dock for repair.	L. L.
-	800 Hartlepool.	-	-	-	Stranded -	Johnshaven, 1 mile west of; by stress of weather, and much damaged. The hull was sold on the beach January 18th for 102 <i>l.</i> , and was finally got off.	C. G.; S. G.
-	-	-	-	-	Foundered	Off Johnshaven, by stress of weather	C. G.
-	-	-	-	-	Stranded -	On the Herd Sand, by stress of weather; was got off and had to be docked to repair; crew and passengers saved by the life-boat. Deposition says "they landed at low water."	Dep.
-	-	-	-	-	Stranded -	On the Herd Sand, from the wind lulling, and a heavy sea running; she was got off on the 15th, much damaged; the crew were saved by South Shields life-boat.	L. L.; Dep.
-	-	-	-	-	Stranded -	On the Herd Sand; "caused by want of sail and not keeping enough to the northward."—C. G. Return. Crew saved by life-boat. Deposition says "the whole crew walked on shore at low water; the hull was sold for 92 <i>l.</i> "	C. G.; Dep.

(continued)

Date.	NAME OF VESSEL. Where Belonging.	Rig.	Tons.	Men.	From. Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854 :									
Jan. - 9	Conference, of Shields	Barque	297	-	London to Shields -	Ballast -	N.E.	3	- -
- 9	James and Ann, of Ipswich.	Sch. -	-	-	Ipswich - -	Grain -	N.E.	5	Cloudy -
- 9	Mountaineer, of Whitby	Brig -	370	-	London to Shields -	Ballast -	East	10	- -
- 9	Mary Ann, of Whitby	- -	-	-	- - - -	- - - -	- -	-	- -
- 9	Unknown - -	Sch. -	-	-	- - - -	- - - -	S. E.	10	- -
- 9	Geo. M'Kinn - -	- -	-	-	- - - -	Ballast -	S.E.	10	- -
- 9	Armida, of Stettin -	Brig -	256	10	Havre to Shields -	Ballast -	E.S.E.	6	Cloudy
- 9	Heroine - - -	Sloop -	56	4	Burnham to Shields	Wheat -	East	11	- - Thick with rain.
- 9	Telemachus, of Warkworth.	Sch. -	110	6	London to Amble -	Ballast -	East	11	- - Thick with rain.
- 9	Sarah Millidge, of London.	Barque	442	14	London - - -	Ballast -	N.E.	6	- -
- 9	Lively, of Shields -	Brig. -	299	9	London to Shields -	Ballast -	N.E.	6	- Squally with snow
- 9	Creswell, of Colchester	Sch. -	-	-	Colchester - -	Ballast -	N.E.	5	Cloudy -
- 9	Happy Return, of Goole	Sch. -	75	-	London - - -	Guano -	E.N.E.	8	- -
- 9	Bonne Virginie, of St. Malo.	Sch. -	-	-	Havre - - -	- - - -	- -	-	- -
- 9	Jane, of Inverness -	Sch. -	90	5	London to Shields -	Ballast -	N.E.	5	- Cloudy with snow.
- 9	Commerce, of Aberdeen	Sch. -	76	5	Elsinore to Leith -	Wheat -	Easterly	9	- Squally with snow.
- 9	Montezuma - -	Sch. -	-	-	- - - -	- - - -	N.E.	11	- - Thick with rain.

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Stranded	On the Herd Sand, by stress of weather; was got off, and had to be docked to repair. "She became unmanageable by the fresh, and heavy sea running."—Dep. Crew saved by life-boat.	L. L.; S. G.
-	-	-	-	-	Wrecked	On the Herd Sand. "The cause is stated to have been from keeping too much to the southward, and a want of sail."—C. G. Return.	C. G.; L. L.
-	-	-	-	-	Stranded	On the Herd, at night, in a disabled state from stress of weather. Crew saved at low water. The vessel was got off considerably damaged.	Dep.
-	-	-	-	-	Stranded	At Whitby, by stress of weather. She was got off damaged.	S. G.
-	-	-	-	3 sup.	Wrecked	On the Herd Sand; seen to founder by stress of weather.	S. G.
-	-	-	-	-	Stranded	On the Herd Sand, by stress of weather	S. G.; L. L.
-	-	-	-	-	Total wreck	On the Herd, "caused by want of sail, and not keeping to the northward."—C. G. Return. "Crew saved by life-boat. Caused by the strong fresh on the ebb tide."—Deposition.	C. G.; Dep.
-	-	-	-	-	Stranded	Amble, 1 mile south of; by stress of weather. "She parted her chains, and drove on shore. Crew saved by the Hauxley life-boat."—C. G. Return. She was got off.	C. G.
200	-	-	-	-	Stranded	At Warkworth; she parted her cables in Coquet Roads, and drove on shore. Crew saved in own boat.	C. G.
-	-	-	-	-	Stranded	On the Herd Sand, "caused by want of sail, and not keeping to the northward."—C. G. Return. Crew saved by life-boat. She was sold on the sand for 585 <i>l.</i> January 23, and got off very much damaged 1 February. Deposition says "she became unmanageable by the wheel chains breaking."	C. G.; Dep.
-	-	-	-	-	Stranded	On the Herd Sand; "attributed to not keeping to windward before taking the bar."—C. G. Return. Crew saved. "She ran in at night, and struck at 11 p. m."—Deposition.	L. L.; C. G. Dep.
-	-	-	-	-	Stranded	On the Herd Sand, "by keeping too much to the southward, and not carrying enough sail."—C. G. Return.	C. G.
-	-	-	-	-	Stranded	On the Herd Sand, by stress of weather; the vessel shipped several seas, and became unmanageable, and drove on shore. Crew saved at low water. Cargo taken out damaged, and the vessel got off.	Dep.
-	-	-	-	-	Stranded	On the Herd Sand; was sold and floated off January 22 <i>d.</i>	S. G.; L. L.
-	-	-	-	-	Total wreck	On the Herd Sand, at night, "by keeping too much to the southward before nearing the bar, and want of sail."—C. G. Return. The deposition attributes the accident to the heavy fresh running, and other vessels lying in the way. The crew were saved by the life-boat.	C. G.; Dep.
600	-	600	-	4	Wrecked	Arbroath, on the bar, "leaky and in a sinking state; the life-boat being unservicable, the crew remaining was saved by the pilots' boat, four men having been lost the day previously."—C. G. Return.	C. G.; S. G.
-	-	-	-	4 sup- posed.	Total wreck	On Seaton House Rocks, near Boulmer, by stress of weather "Crew all lost."—C. G. Return.	C. G.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
Jan. - 9	Catherine Maria, of Odense.	Galliot	90	6	London to Shields -	Ballast -	E.N.E.	10	- - Snow showers.
- 9	Everhardus - -	Galliot	50	4 sup- posed	- - - -	-Supposed Ballast.	E.N.E.	10	Hazy -
- 9	Samuel, of Grimsby -	Sloop -	-	-	London - - -	Timber -	E. by S.	10	- -
- 10	Vigilant, of Lyme -	Ketch -	60	4	London to Newcastle	Ballast -	N.E.	4	Clear -
- 10	Antoinette Petrea, of Dram.	Brig -	-	9	London to Dram -	- -	East	9	Rainy -
- 10	Lamberta - - -	- -	-	-	- - - -	- -	N.E.	10	- -
- 10	Earl of Seafeld, of Dundee.	- -	-	-	- - - -	- -	N.E.	9	- -
- 10	Mould, of Sunderland -	- -	225	8	- - - -	- -	E. by S.	10	- Rain and snow.
- 10	Dankbar, of Konigsburg	Brig -	240	10	London to Newcastle	Ballast -	E.N.E.	9	- - Hazy with snow.
- 10	Albion, of Wisbech -	- -	-	-	Wisbech to Leeds -	Wheat -	Easterly	-	- -
- 10	Isabella, of Jersey -	Brig -	-	-	- - - -	Ballast -	East	9	- -
- 10	Spray, of Montrose -	Sch. -	-	-	- - - -	- -	- -	-	- -
- 10	Boadicea, of Tynemouth	Sch. -	113	6	Hull to Newcastle -	Alum clay	N.E.	6	Squally -
- 10	Jem, of Peterhead -	Brig -	121	7	London to Sunderland	Ballast -	E. by N.	8	- - Thick snow.
- 10	Diadem, of Yarmouth -	Sloop -	50	3	- - - -	- -	East	8	- -
- 11	Prince Albert, of North America.	Ship -	-	-	New York to London	- -	- -	-	- -
- 11	Clarissa, of Bremen -	Brig -	-	-	Newport to St. Thomas	-	- -	-	- -
- 11	Luna, of Sunderland -	Brig -	-	-	- - - -	Coals -	Northerly	-	Thick -
- 12	Fame, of Shields -	- -	-	-	Shields to London -	- -	S.S.E.	2	Snow -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	6	Total wreck	At Druridge, on the strand, near Creswell, by stress of weather. "The Insp. Com. says "the Hauxley life-boat only came in time to see the last man sink."—C. G. Return.	L. L.; C. G.
-	-	-	-	4 supposed	Total wreck	Near Peterhead. "She went down at her anchors, between Rattray Head and Scotch-town Head; part of the wreck drifted on shore; crew all lost; one of the bodies came on shore lashed to the rigging, which drifted on shore with her masts, &c."	C. G.; S. G.; L. A.
-	-	-	-	-	Stranded	Sunderland, behind the south pier, by stress of weather; crew saved by line thrown by rocket.	S. G.
-	-	-	-	-	Foundered	At sea, Cromer Light S. S. W. 12 or 14 miles, having sprung a leak in a heavy gale; crew saved in own boat.	C. G.; Dep.
-	-	-	-	-	Wrecked	At West Hartlepool, by stress of weather; crew saved by a line sent on shore by a cask.	L. L.; S. G.
-	-	-	-	-	Stranded	And sunk six miles north of Aberdeen; the vessel was sold for about 70 <i>l</i> .	L. L.; S. G.
-	-	-	-	-	Total wreck	In the Tyne, by upsetting at Gosforth Staith, in a gale of wind.	L. L.
-	-	-	-	8	Total wreck	At Johnshaven, by stress of weather	C. G.; S. G.
-	1,400 Prussia	-	-	-	Stranded	Near Ryhope, at 1.20 P.M., by stress of weather, and much damaged; hull sold for 550 <i>l</i> ; crew saved.	L. L.; C. G.
-	-	-	-	-	Damaged	At Wisbeach, by the ice; was with difficulty saved from sinking, and had to discharge the cargo, damaged also.	S. G.
-	-	-	-	-	Stranded	At West Hartlepool, damaged considerably in the outer harbour, and sunk deep in the sand.	L. L.
-	-	-	-	-	Stranded	At West Hartlepool, and considerably damaged in the outer harbour.	L. L.
-	-	-	-	-	Wrecked	On the Herd; "caused by not carrying enough sail, and not keeping enough to the northward."—C. G. Return. Crew saved by life-boat. Deposition says, "she was disabled by a heavy sea striking her, breaking the wheel, and making her unmanageable, when running into the Tyne."	L. L.; C. G.; Dep.
-	-	-	-	-	Stranded	Near Castle Eden Dean, five miles north of Hartlepool, by stress of weather. Crews saved by rockets and lines.—C. G. Return. Was got off and into Hartlepool, January 27th.	C. G.; L. L.; Dep.
-	-	-	-	-	Wrecked	At Hornsea, by stress of weather, "having been caught on a lee shore, and could not beat off."—Lloyd's Agent.	L. A.
-	-	-	-	-	Abandoned	In lat. 48, long. 15, in a sinking state, by the crew and passengers, which were saved by the "Norfolk," and landed at Queenstown.	S. G.
-	-	-	-	-	Damaged	At sea, in contact with a schooner, put back to Newport in distress and had to discharge.	L. L.; S. G.
-	-	-	-	-	Abandoned	On the West Rocks, stranded and damaged; was afterwards taken into Wivenhoe derelict; discharged, partially repaired, and sailed again, January 26th.	L. L.; S. G.
-	-	-	-	-	Leaky	At sea; put into Burntisland, and must discharge.	S. G.

(continued)

Date.	NAME OF VESSEL.		Rig.	Tons.	Men.	From.	Cargo.	Wind.		Weather.
	Where Belonging.					Bound to.		Direction.	Force.	
	1.	2.				3.		4.	5.	
1854 :										
Jan. 12	Lignera	- - -	Barque	-	-	Bahia to Antwerp	- - -	- - -	-	- - -
- 12	Zelus, of Russia	- -	Brig	-	-	Helsingfors to Lisbon	- -	South	3	- -
- 12	Sir Robert Peel, of Dram		Brig	-	-	London - - -	- -	West	-	Clear -
- 13	Chester, of Chester	-	Sch.	-	60	Cardiff to Hayle	- Coals	S. S. W.	4	Squally -
- 13	James and Thomas, of Peterhead.		Sloop	-	41	- - Inverkeithing to Peterhead.	- Coals	S. S. E.	8	Clear -
- 13	Trusty, of Belfast	-	Sch.	-	75	Belfast to Maryport	- Ballast	S. E.	6	- - Thick, with snow.
- 14	Grafton, of Maryport	-	-	-	-	- - Liverpool to New York.	- Salt	- - -	-	- -
- 14	Pauline, of Bremen	-	Brig	-	-	- Newport to St. Thomas.	- -	Southerly	11	- -
- 14	Indus, of Dundee	-	Barque	377	15	- - Antwerp to Valparaiso.	- General	S. S. W.	5	Thick -
- 16	Æneas, of Cork	- -	-	-	-	Newport to Cork	- - -	- - -	-	- -
- 16	Louise Sophie, of Emden.	-	-	-	-	- - Archangel to Rotterdam.	- Rye	Westerly	4	Fine -
- 16	Lilburn, of Newcastle	-	Brig	-	-	Shields to London	- - -	- - -	-	Cloudy -
- 16	Hercules	- - -	-	-	-	- - Flensburg to St. Thomas's.	- -	S. W.	-	- -
- 16	Abyssinia	- - -	-	-	-	- Gottenburg to London.	- - -	- - -	-	- -
- 16	Amelia, of Christiania	-	-	-	-	- - - -	- - -	- - -	-	- -
- 16	J. J. Cobb, of America		Barque	-	-	Baltimore to London	- - -	- - -	-	- -
- 17	Earl of Aberdeen, of Newcastle (Down).	-	-	-	-	- - - -	- -	W. N. W.	-	Fine -
- 17	John O'Gaunt, of Liverpool.		Ship	-	21	China to Liverpool	- Tea	Southd.	8	- - Thick, rainy.
- 17	Johann Georg, of Fehmem.		Sch.	-	90	- - Clackmannan to Ekenford.	- Coals	S. W.	7	Squally -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Stranded	At Jersey, was got off and taken in, where falling over, she sustained much further damage, and had to discharge.	S. G.
-	-	-	-	-	Leaky	At sea. Put into Cowes, and had to discharge and be docked.	S. G.; L. L.
1,000	-	-	-	-	Damaged	At the mouth of the Thames, in contact with the Adonis (s.s.); sustained serious injury; put back, and went into dock at Limehouse. "Her repairs in Young's Dock, Limehouse, are estimated at above 1,000 l."—S. G.	S. G.; L. L.
-	-	80	-	-	Total wreck	At Newquay (Cornwall), in a heavy ground sea. "Caused by refusing the aid of a pilot." Crew saved.—C. G. Return and Deposition.	C. G.; S. G.; Dep.
250	200 Dundee.	40	-	-	Sunk	At Peterhead, after striking on the rocks. Crew saved in her own boat. "Caused by taking the harbour too soon on the tide."—C. G. Return.	S. G.; C. G.
270	No	-	-	-	Total wreck	Off Balantrae, abandoned in a sinking state, by springing a leak; she then drove on shore, and during a gale which came on, broke up. Crew saved.	L. L.; C. G.
-	-	-	-	-	Lost	At sea, after leaving the Channel. Crew saved, and landed at Dover.	S. G.
-	-	-	-	-	Leaky	At sea. Put back to Newport from stress of weather, and must discharge.	L. L.; S. G.
800	700	-	-	-	Stranded	On the Goodwin Sands. Was got off, after being lightened, and towed into Ramsgate to discharge. Was repaired and sailed April 11th.	C. G.; S. G.
-	-	-	-	-	Leaky	At sea. Put into Dungarvan and had to discharge, being very much strained, "and it is doubtful if she can be made tight again."—L. L.	S. G.; L. L.
-	-	-	-	-	Damaged	At sea, by stress of weather. Put into Berwick, and had to discharge.	L. L.; S. G.
-	-	-	-	-	Leaky	At sea. Put into Burntisland, and must discharge.	S. G.; L. L.
-	-	-	-	-	Damaged	At sea, by stress of weather. Put into Leith in distress, and had to discharge.	S. G.
-	-	-	-	-	Damaged	In the North Sea, in collision. Put into Leith to discharge and repair.	L. L.
-	-	-	-	2	Foundered	In the North Sea, in collision with the above.	L. L.
-	-	-	-	-	Damaged	At sea. Put into Falmouth to discharge, &c.	S. G.; L. L.
-	-	-	-	-	Stranded	On the Tynemouth Rocks. Was got off and taken into dock at Shields, much damaged.	L. L.
-	-	-	-	-	Total wreck	At Holyhead, about two miles S. E. of South Stack Light, at 2.30 a.m. "On Tuesday, 17th, saw the land on the lee bow; tried to tack ship; she missed stays; we then let go both anchors; she drifted on to the rocks; we then cut away main and mizen masts; I then ordered the crew to do the best to save their lives. All reached the rock together with myself. The ship broke up in about an hour, and totally disappeared."—Dep.	S. G.; L. L.; Dep.
-	-	-	-	-	Sunk	In Charlestown Roads (Firth of Forth), in collision with the "Stirling." "Caused by a squall, and missing stays when weighing, the Roads being crowded with vessels."—C. G. Return. "She was raised, and towed to Grant-ham to be repaired February 15."—S. G.	C. G.; S. G.

(continued)

Date.	NAME OF VESSEL.		Rig.	Tons.	Men.	From.	Cargo.	Wind.		Weather.
	Where Belonging.					Bound to.		Direction.	Force.	
1.	2.		3.	4.	5.	6.	7.	8.	9.	10.
1854:										
Jan. 17	Diana, of Cardiff	-	Sch. -	83	-	- - Charlestown to Liverpool.	China clay	South -	-	Hazy -
- 17	Pioneer, of Liverpool	-	Lugger	17	3	- - Stornoway to Liverpool.	Potatoes -	S.S.W.	11	- - Thick, with rain.
- 18	Secret, of Bideford	-	Barque	372	14	- - Newport (Mon.) to New York.	- Railway iron.	S.S.W.	1	Hazy -
- 18	Jeune Marie, of St. Brieux.	-	Brig -	109	10	Brest to Llanelly -	Ballast -	S. W.	5	- - Thick, foggy.
- 18	Gardner, of Shields	-	Barque	-	-	Shediac - - -	Timber -	- - -	-	- - -
- 18	James Calder	- -	Ship -	513	12	- - New Orleans to Liverpool.	Cotton -	S.S.W.	9	Very thick
- 18	Livingstone	- -	Ship -	467	-	- - Liverpool to Coast of Africa.	General -	S. W.	8	- - Thick, with rain.
- 18	Tancred, of Liverpool	-	- -	401	15	Liverpool to Smyrna	Coals -	S. W.	6	Thick -
- 19	Scotland	- - -	Barque	560	28	Liverpool to Africa -	Gunpowder, &c.	S. W.	9	Thick -
- 19	John Reid, of Sunderland.	-	Sch. -	-	-	Seaham to London -	- - -	S.S.W.	5	Very hazy
- 20	Charity	- - -	Screws. vessel.	-	-	- - Liverpool to Portland.	- - -	- - -	10	- - -
- 21	Minerva, of Workington.	-	Brig -	101	5	- - Whitehaven to Dublin.	Coals -	S.S.W.	8	- - -
- 21	Catherine O'Flanagan, of Cardiff.	-	Sch. -	51	4	Cardiff to Cork -	Coals -	S. W.	10	Thick -
- 21	David, of Westervik	-	Brig -	-	-	- - Rio Janeiro to Cowes (I. of Wight).	Coffee -	- - -	10	- - -
- 21	Tayleur, of Liverpool	-	Iron ship	1,979	Crew and pass. 528	- - Liverpool to Melbourne.	- General, and passengers.	S.S.W. to S.S.E.	9	Thick -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Sunk	Near the Formby Lightship, on Taylor's Bank, Liverpool, after striking on the Little Burbo, and became a wreck. Crew got on board the lightship.	C. G.; Dep.
100	Yes	40	40 Liverpool	-	Wrecked	At Loch Boisdale, South Uist, by driving from her anchors on the rocks in a heavy gale. Crew saved.	S. G.; L. L.; C. G.
2,500	1,000 Lloyd's.	1,350	-	-	Wrecked	At Appledore, to which she put in, leaky and damaged. Became unmanageable on Bideford Bar, by the wind falling and heavy ground sea, and went on shore on the North Tail Sand, where she became a wreck.	L. L.; S. G. Dep.; C. G.
480	St. Brieux	-	-	-	Total wreck	On Pentown Point (between Carmarthen and Kidwelly), in thick weather. "Crew saved in own boat."—Dep.	L. L.; C. G.; Dep.
-	-	-	-	-	Stranded	At Blyth, on the rocks. Was assisted off, with damage, full of water, and loss of rudder, on the 22d.	S. G.
3,030	London	-	-	-	Wrecked	In Windy Gap, Ballyteigue Bay (Wexford), by stress of weather. The C. G. Return says, of the crew, "certainly not sufficient." The wreck, &c. sold for 570 <i>l</i> . Crew saved; they were hauled through the surf by lines from the shore.	L. L.; C. G.; L. A.; Dep.
-	-	-	-	-	Stranded	On India Bank. Put back to Liverpool, leaky and damaged, by getting on shore. Had to discharge, and go into dock.	Dep.
-	-	-	-	-	Abandoned	Off Arklow, in a sinking state, after striking on the shoal. "Crew saved in own boat."—Deposition of Captain. By the deposition of Ravenagh, O'Brien, and Kelly, "they offered to get the ship into port safely; to which the captain replied, he wanted her to go down. After this she floated 13 or 14 hours, and then sunk," &c.	L. L. Dep.
-	-	-	-	-	Stranded	Near Baldoyle. Was got off, and in towing to Dublin was run on the North Bull, where she became a total wreck. Crew saved.	Dep.; S. G.
-	-	-	-	-	Foundered	Off Flambro' Head, in contact with the "Ardincaple." Crew saved in own boat.	L. L.
-	-	-	-	-	Damaged	At sea, by stress of weather. Put back from long. 15° west to Greenock, to repair, &c.	S. G.
-	-	-	-	-	Damaged	At Belfast, lying at anchor in Garmoyle Roads, at night; in collision with the "Stag" (s.); had to discharge, and to be docked for repair.	L. L.; S. G.
350	-	-	-	4	Wrecked	Near Tyrella, in Dundrum Bay, by stress of weather—Part of cargo and materials saved. "Had the crew remained on board, instead of taking to the boat (which drifted on shore), in all probability they would have been saved."—Lloyd's Agent.	L. L.; S. G.; C. G.
-	-	-	-	-	Leaky	At sea. Arrived at Cowes for orders, leaky and damaged, from stress of weather, and had to go into harbour to discharge, &c.	L. L.; Dep.
-	Liverpool	-	-	290	Total wreck	On the Nose of Lambay Island, co. Dublin, at noon, in thick weather. She made the land suddenly, let go her anchors, and drove on the rocks. She swung broadside on, filled, and soon sunk, in 7 fathoms water.—This case was fully reported to the Board of Trade by Captain Walker.	L. L.; S. G.; C. G.; Dep.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854 :									
Jan. 21	Elizabeth Murray, of Wicklow.	Sch. -	-	-	Liverpool to Dublin -	Salt -	- -	10	- -
- 21	Princess Charlotte	- -	-	-	Honduras to London	- -	- -	-	- -
- 23	Anna Magdalena	- -	-	-	— to Santa Cruz	Coals, &c.	- -	-	- -
- 23	Brothers - -	Sch. -	-	-	Bo'ness to Newcastle	- Sulphate of potash.	W. S. W.	9	- -
- 24	Joseph Hume - -	Brig -	-	-	Cardiff to Malta -	Coals -	Westerly	10	- -
- 24	Hebe, of London	- Barque	450	15	Shields to Lisbon -	Coals -	S. S. W.	7	- - Thick fog.
- 24	Anna, of Poole - -	- Sloop -	53	3	Poole to London -	Pipeclay	S. W.	8	Hazy -
- 24	Canadian - -	- Brig -	260	9	Shields to London -	Coals -	S. S. W.	9	Hazy -
- 25	Noemi, of St. Valery -	Sch. -	-	-	St. Valery to Blyth -	Ballast -	S. W.	5	Clear -
- 25	Montezuma - -	- Barque	524	16	- - London to Boston, U. S.	General -	- -	-	- -
- 25	Constitution, of Findhorn.	Sch. -	-	-	Newcastle to Aberdeen	- -	West -	8	- Squally, with rain.
- 25	Petrel - -	- Screw steamship.	1,000	-	- - - -	- -	S. W.	8	- -
- 25	Brothers, of Swansea -	Sch. -	66	6	- - Swansea to Ballydonegan.	Ballast -	W. S. W.	10	Thick -
- 25	Flying Fish - -	- -	-	-	Cork to Penzance -	Potatoes	- -	-	- -
- 25	Isabella, of Shields	- Brig -	-	9	Shields to London -	Coals -	Westerly	6	Showery
- 26	King William - -	- -	-	-	- - Liverpool to Sierra Leone.	Salt -	N. W.	10	- -
- 26	Edward Barnett - -	- -	-	-	- Alexandria to Londonderry.	- -	- -	-	- -
- 26	Lauriston, of Cork	- Brigtn.	145	-	Liverpool to Ancona	- -	S. W.	11	Thick rain
- 26	Isabella Anderson	- -	-	-	- - - -	- -	- -	-	- -
- 26	Parthian, of Denmark -	- Barque	-	-	- - - -	Ballast -	S. W.	10	- -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Stranded	Tre Castle, Beaumaris. On the rocks, by stress of weather.	S. G.
-	-	-	-	-	Abandoned	At sea. Crew saved	S. G.
-	-	-	-	-	Leaky	At sea. Put into Falmouth, and had to discharge.	S. G.
-	-	-	-	-	Sunk	Near Leith, after collision with the "Jane," at anchor in Leith Roads.	S. G.
-	-	-	-	2	Leaky	At sea. Put into Holyhead in a disabled state from stress of weather—had to discharge and be docked. Two men were lost overboard at sea.	S. G.; Dep.
2,500	2,000	700	-	-	Total wreck	On the Newcome Sand, by taking the ground in a thick fog. Crew saved.	L. L.; S. G.; C. G.; Dep.
200	No	200	No	-	Abandoned	Off Beachy Head, in contact with the "Gloria Deo," after which she drifted on shore (derelict), 3 miles eastward of Hastings, and became a wreck. Crew saved by the "Gloria Deo."	L. L.; C. G.; Dep.
1,500	800 Shields.	300	300	-	Wrecked	Aldborough, $\frac{1}{2}$ of a mile south of, by stress of weather. "A good harbour wanted in the neighbourhood."—C. G. Return. "Crew saved by Peake's life-boat."—S. G.	C. G.; S. G.; Dep.
-	-	-	-	-	Abandoned	Off Dungeness. Taken into Dover, derelict, having been in collision with the "Sea Queen," and greatly damaged. Crew saved.	S. G.
-	-	-	-	-	Damaged	At sea, by stress of weather. Put back to Liverpool, and had to discharge and repair.	Dep.
-	-	-	-	-	Leaky	Kirkcaldy. Was run on shore at—Was got off the 29th, and taken to Dysart to go on the slip for repairs.	L. L.; S. G.
-	12,000	-	-	-	Fire	At Greenock. Burnt in the east harbour, and completely gutted by the fire; but the hull, being iron, remains.	S. G.
1,200	-	-	-	-	Total wreck	In Ballydonegan Bay, by parting her moorings in a violent gale. Crew saved. C. G. Ret.	C. G.; L. L.
-	-	-	-	-	Damaged	At St. Ives, by heavy ground seas, and had to discharge, to repair.	L. L.
-	Shields	-	-	-	Total wreck	On the Binks, near Spurn Point. Crew saved in own boat.	L. L.; C. G.
-	-	-	-	-	Leaky	At sea. Put into Whitehaven from stress of weather, and will have to discharge.	L. L.; S. G.
-	-	-	-	-	Leaky	At sea. Put into Tobermory with cargo damaged, and had to discharge.	L. L.
-	-	-	-	-	Fire	In Holyhead, New Harbour, to which she put back from stress of weather, and where she was much burnt, scuttled, and sunk. The hull was got up in April following, and sold for 190 l. Crew saved by boats of the different ships.	L. L.; Dep.; S. G.
-	-	-	-	-	Leaky	At sea. Put into St. Andrew's, with 3 feet water in her hold, and had to discharge.	L. L.
-	-	-	-	-	Upset	At Newport, while discharging her ballast. Became so much strained and damaged, as to be condemned by survey.	L. L.; S. G.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
Jan. - 26	Paquete de Limpias, of Spain.	Brig -	-	-	- - Porto Rico to Bremen.	- -	S. W.	8	- -
- 26	Olinda - - -	- Screw iron steamship.	-	40	Liverpool to Brazil -	- - General, and 28 passengers.	S. E.	5	- -
- 27	W. H. Davies, of Liverpool.	- -	876	24	- - Liverpool to New Orleans.	Salt -	- -	11	- -
- 27	Ebenezer, of Goole -	Sloop -	-	-	Sunderland to Milton	- -	S. W.	5	- -
- 27	John and Mary, of Ipswich.	- -	-	-	- - - -	- -	W. S. W.	6	- -
- 28	Sea Queen - - -	- -	-	-	- - London to Hong Kong.	- -	W. S. W.	4	- -
- 28	Pearle (supposed) -	- -	-	-	- - - -	- -	Westerly	-	- -
- 28	Governor, of Limerick	Brig -	-	-	Westport to London	Oats -	Westerly	-	- -
- 29	Agenorina, of Wisbeach	Sloop -	-	-	Poole to Lee - -	Pipeclay	S. W.	-	- -
- 29	Ellen, of Peel - -	Smack	-	4	Peel to — - -	- -	S. W.	9	- -
- 29	Gleaner - - -	- Steam tug.	-	-	- - - -	- -	S. W.	10	- Squalls of rain.
- 29	Wellington - -	- -	-	-	Dundee to Newcastle	Wheat -	W. by N.	10	- -
- 29	Agnes, of Dundee -	Sch. -	-	-	— to Australia -	General -	- -	10	- -
- 29	Carron, of Blyth -	Brig -	238	9	Newcastle to London	Coals -	S. W.	10	Showery
- 29	Borneo - - -	Barque	-	-	Hartlepool to London	Coals -	W. N. W.	3	Cloudy -
- 30	Bligh, of Wick - -	Sch. -	97	6	Limerick to Glasgow	Oats -	W. N. W.	9	- - Thick, with snow showers.
- 30	Thomas - - -	- -	-	-	Belfast - - -	- -	S. W.	9	- -
- 30	Lady Maxwell, of Newry	Sch. -	-	-	- - - -	Oatmeal	S. W.	9	- -
- 30	Lady Octavia - -	Brig -	199	14	- - Pernambuco to Greenock.	Sugar -	S. W.	8	Thick fog
- 31	Idas, of Sunderland	- Sch. -	-	-	- - Sunderland to Harwich.	- -	W. S. W.	6	Clear -
- 31	Kate - - -	- -	-	-	Sunderland to Lynn	- -	W. by S.	4	Cloudy -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Damaged -	At sea. Put into Ramsgate, and had to discharge.	L. L.; S. G.
35,000	-	50,000	-	-	Total wreck	On Harry Furlong Rocks, near Holyhead, about 8.43 p.m., in charge of a pilot. The ship went to pieces. This case was investigated by order of the Board of Trade. Crew and passengers saved by life-boat and other boats. The wreck was finally sold for 1,390 <i>l</i> .	L. L.; S. G.
-	-	-	-	23	Total wreck	On Vatersa Island, Hebrides, at night, by stress of weather; and only one (the steward) saved. This vessel sailed from Liverpool January 10th; put into Belfast, leaky, January 12th; the crew being refractory, and refusing to work the ship.	L. L.; Dep.
-	-	-	-	-	Abandoned	At sea, in a sinking state. Crew saved by the "Diamant."	S. G.
-	-	-	-	-	Abandoned	At sea, after collision with a brig. Crew saved.	L. L.; S. G.
-	-	-	-	-	Damaged -	In entering Ramsgate Harbour, by striking the east pier, and had to discharge, to repair. She had previously received damage in collision with the "Noemi," off Dungeness. See January 25th.	L. L.; S. G.
-	-	-	-	-	Wrecked -	At sea. A dismasted vessel was seen off Clare Island, on the 27th; and part of a stern, with "Pearle" on it, came on shore at Achill Island the next day.	S. G.
-	-	-	-	-	Stranded -	In Elly Bay, near Erris Head, county Mayo. She drove on shore, and, assisted by the Coast Guard, was got off.	S. G.
-	-	-	-	-	Abandoned	Off Beachy Head, having sprung a leak. The crew landed at Deal.	L. L.
-	-	-	-	2	Lost -	Off Whitehaven, by stress of weather	L. L.; S. G.
-	-	-	-	-	Foundered -	Off Point Lynas. Crew saved	S. G.
-	-	-	-	-	Leaky -	At sea. Put into Montrose, and had to discharge.	S. G.
-	-	-	-	-	Total wreck	On Eday Island, Orkney. Crew saved	L. L.; S. G.
-	-	-	-	-	Stranded -	At Goatness, 4 miles S. E. from Dunbar; and was got off, very leaky. Had to discharge, to repair.	C. G.
-	-	-	-	-	Foundered	Off the Dudgeon, from collision with a brig, name unknown. Crew saved.	L. L.; S. G.
700	-	1,000	-	-	Total loss -	On Isle Taransa, the west side of Harris, Hebrides, by stress of weather. Crew saved.	L. L.; S. G.; C. C.
-	-	-	-	-	Wrecked -	Near Maryport. Crew saved	L. L.
-	-	-	-	1	Abandoned	At sea. Found drifting on Ulverstone Sands, derelict, and very much damaged. She was got into Ulverstone; she had struck on Piel Bar, and upset, which compelled the crew to leave her.	S. G.
3,600 500 on freight.	Lloyd's -	4,000	Glasgow	1	Wrecked -	Malin Head, on the rocks at, "by stress of weather, thick fog, and binnacle washed away." —C. G. Return.	C. G.; L. L.; Dep.
-	-	-	-	-	Sunk -	At sea, off the Yorkshire coast, in collision with the "Robert and Thomas." Crew saved by the "Robert and Thomas."	S. G.; L. L.
-	-	-	-	-	Leaky -	At sea. Towed into Lowestoft, and will have to discharge.	S. G.

(continued)

Date.		NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
								Direction.	Force.	
1.		2.	3.	4.	5.	6.	7.	8.	9.	10.
1854 :										
Jan.	31	Modeste, of France -	Lugger	67	5	-- Newcastle to Li- bourne.	Coals --	West	6	Very thick
	31	Charles Jones, of Liver- pool.	Barque	369	-	Leith to Valparaiso -	General -	W.S.W. to W.N.W.	12	Cloudy -
Feb.	1	Alert - - -	- - -	-	-	Poole to Plymouth -	Barley -	- -	-	Moderate
-	1	Bouguenaisin, of Nantes	Lugger	-	-	Cardiff to Nantes -	Coals -	W.S.W.	-	- -
-	1	London, of Dantzic -	Barque	359	12	-- Liverpool to Alex- andria, U. S.	Salt -	South- westerly.	10	Squally -
-	2	America, of St. John's, N.B.	Ship -	938	20	- Callao and Cork to London.	Guano -	Easterly	7	Hazy -
-	2	Lontra, of Lisbon -	Brigtn.	-	-	Youghal to Cork -	-- Indian corn.	East	-	- -
-	2	Eagle, of Sunderland -	Sloop -	30	2	- - Charlestown to Newcastle.	Iron -	W.byN.	3	Hazy -
-	2	Sir Robert Peel, of Sweden.	Barque	-	-	- - Gottenburg to Melbourne.	- -	- -	-	- -
-	2	Lord Warden - -	Steam- tug.	-	-	- - - -	- -	N.N.E.	4	- -
-	2	Crescent, of Swansea -	- -	-	-	Limerick to Glasgow	- -	W.N.W.	-	- -
-	3	Dispatch, of Belfast -	Sch. -	-	-	- - - -	Coals -	S.W.	8	- -
-	3	Alchymist, of Falmouth	Barque	-	-	- - - -	Timber -	E.S.E.	6	- -
-	3	Fame, of Preston -	Sch. -	-	-	Ayr to Poulton -	Iron -	S.W.	8	- -
-	3	Anne, of Sunderland -	Barque	380	-	Dundee - - -	Coals -	N.W.	-	Fine -
-	4	John, of Youghal -	- -	-	-	Milford to Cork -	- -	- -	-	- -
-	4	Mazeppa - - -	- -	-	-	Liverpool to Geelong	General -	- -	-	- -
-	4	Scylla, of Whitehaven -	- -	180	8	Whitehaven to Dublin	Coals -	S.W.	9	- -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Lost -	On the Goodwin Sands. Crew saved in own boat.	L. L.; C. G.
-	-	-	-	16	Total wreck	Off Esha Ness, Shetland, on a sunken rock, from stress of weather, and all lost. "Some pieces of the wreck, a cask of wine, and some of the ship's papers, were the only part saved."—L. Agent.	L. L.; L. A.
-	-	-	-	-	Stranded -	Dartmouth Harbour, on the rocks outside. She drove on shore, broke her keel, partly filled, and had to discharge.	L. L.; S. G.
-	-	-	-	-	Stranded -	At Breaksea Point. They stripped the vessel, discharged the cargo, and floated her off on the 12th February; after getting a temporary repair, when she was towed to Penarth.	Dep.; S. G.
-	-	-	-	-	Damaged -	At sea, by continued gales. Put back to Liverpool, leaky, to discharge and repair.	Dep.
7,000 L. A.	-	10,000 L. A.	-	-	Wrecked -	On the Seven Stones, near Scilly, at 10 a.m., and sunk in 40 fathoms water. Crew saved. The Insp. Com. states as the cause, "the master misjudging his distance from the Seven Stones." He had been warned of his danger by two guns fired, and the signal hoisted on board the Light-ship. "A very great want of caution."—Lloyd's Agent. Deposition states, "that the master misjudged the distance from the Light-ship."	L. L.; C. G.; L. A.; Dep.
-	-	-	-	-	Stranded -	On leaving Youghal, and had to discharge, having 3 feet water in the hold, and the cargo damaged.	L. L.; S. G.
200	No	-	-	-	Sunk -	Near Emmanuel's Head, Holy Island, after stranding on the rocks at night. Crew saved by a fishing coble.	L. L.; S. G. Dep.
-	-	-	-	-	Leaky -	At sea, and damaged from collision. Put into Cowes, and had to discharge.	S. G.
-	-	-	-	-	Fire -	Burnt, off Blackwall. She was scuttled, and sunk, in order to extinguish the fire and save the vessel. The Hull was got up very much burnt, February 24th.	S. G.
-	-	-	-	-	Stranded -	Near Scalloway, S. Shetland, and had to discharge the cargo in a damaged state.	S. G.
-	-	-	-	-	Stranded -	Near Troon, on the N.E. end of Lady Island, at night. Crew saved by steam-tug.	L. L.; S. G.
-	-	-	-	-	Stranded -	Within the Pier, Penzance. She was run on shore, waterlogged, having sailed the day previously. Part of the cargo was then discharged, and the vessel put to sea, but was compelled to seek port again, and ran into Mount's Bay, where the crew made a deposition of her being altogether unsafe and unseaworthy.	Dep.
-	-	-	-	-	Leaky -	Off Ailsa Craig, and put back to Ardrossan, with 4 feet water in her hold, to discharge, &c.	L. L.; S. G.
-	-	-	-	-	Stranded -	On Sunderland Bar, and bilged. Was got off, and towed into the harbour.	L. L.; S. G.
-	-	-	-	-	Missing -	Sailed from Milford on the 4th, and not heard of since.—22d February.	S. G.
-	-	-	-	10 sup- posed.	Wrecked -	At Isle of Lewis. The after part of the hull was washed on shore at Malista Uig, and broke up; portions of her cargo were also washed on shore.	L. L.; S. G.
-	-	-	-	-	Stranded -	On rocks, when running for Belfast Lough, in thick weather, and put into Donaghadee, very leaky, to discharge, &c.	L. L.; Dep.

(continued)

Date.	NAME OF VESSEL. Where Belonging.	Rig.	Tons.	Men.	From. Bound to.	Cargo.	Wind.		Weather.
							Direction,	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
Feb. 4	Margaret, of Carlisle -	-	-	2	Bangor to Maryport	-	-	-	Hazy -
- 4	Indian Princess, of Belfast.	-	-	-	-	-	-	-	-
- 4	Sisters, of Newcastle -	-	-	-	-	Coals	-	-	-
- 5	Rencontre, of Dunkirk	Sch.	-	-	-	Ballast	-	-	-
- 5	Dolphin - - -	Sch.	-	-	Aberdeen to Stromness	-	-	-	-
- 5	Hylton, of Pentewan -	Sch.	-	-	-	-	S.W.	6	Rainy -
- 5	Cora, St. John's, Newfoundland.	Sch.	126	-	-- Bristol to Newfoundland.	General	-	10	-
- 5	Hamlet, of Boston, U. S.	Ship	757	22	Liverpool to Boston	General	W.S.W.	6	-
- 6	Ann, of Dundee - -	Sch.	102	-	Dundee to Abbeville	Flax	W. by N.	6	Hazy -
- 6	Reform, of Belfast -	Brig	145	8	Shields to Dublin -	Coals	W.N.W.	12	Cloudy -
- 6	Good Intent - - -	-	-	-	Leith to Liverpool -	-	W. by N.	10	-
- 6	Ethiope - - -	-	122	-	Liverpool to Gibraltar	Coals	South	10	-
- 7	Norna, of Uleaborg -	Sch.	-	8	Lisbon to Drobach -	Salt	Westerly	5	Thick -
- 8	Gazelle, of Dundee -	Sch.	-	-	Shields to Guadaloupe	Coals	N.W.	6	Fine -
- 8	Heather, of Shields -	-	-	-	-- Liverpool to Newcastle.	Salt	N.W.	8	Clear -
- 8	Ebenezer - - -	Sch.	-	-	London to Weymouth	-	-	-	Wheat -
- 8	Aarhuus, of Denmark -	Sch.	-	-	- Newport to Charleston, U. S.	-	-	-	-
- 8	Eleanor, of New Quay	Sch.	-	6	Limerick to Glasgow	-	N.W.	10	Stormy -
- 8	Catherine, of Cork -	Sch.	87	5	Cork to London -	Oats	N.W.	7	Cloudy -
- 9	Eliza, of Waterford -	Brig	-	-	Cardiff to Liverpool	Coals	N.W.	9	-

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Stranded -	On the Duddon Sands, in thick weather. The "vessel considered lost." The crew saved.	S. G.
-	-	-	-	-	Leaky -	Island of Harris, put into a creek in, water-logged, and thence to Stornoway, to go on the slip for repair.	S. G.
-	-	-	-	-	Stranded -	Maplin Sand. Was assisted off in a leaky state, after throwing about 150 tons of coals overboard.	S. G.
-	-	-	-	-	Abandoned	Off Aldborough. She was found abandoned, and taken into Orford Harbour derelict. She appeared to be a new vessel, and uninjured.	S. G.
-	-	-	-	-	Abandoned	At sea, in lat. 58 N., long. 2 - - -	L. L.; S. G.
-	-	-	-	-	Abandoned	Off Holyhead, seen dismasted. Supposed to have been in contact.	S. G.; L. L.
-	-	-	-	-	Damaged -	At sea, by stress of weather. Put back, first to Cork and then to Torquay, completely disabled, and had to discharge.	Dep.
-	-	-	-	-	Leaky -	At sea, and damaged. Put back to Liverpool, and had to discharge and be docked.	L. L.; S. G.; Dep.
-	-	-	-	-	Stranded -	On the Gurlstone Rocks. After getting off was towed into the Tyne in a sinking state, and had to discharge cargo (damaged), and to go upon the slip for repair.	S. G.; Dep.
1,000	-	200	-	-	Stranded -	At Lerwick, on Isle Bressa, where she put into in a disabled state from stress of weather, and in the act of anchoring drove, by the violence of the wind, on the rocks at Bressa. She was got off and into dock May 10th.	S. G.; L. A.; L. L.
-	-	-	-	-	Stranded -	In St. Margaret's Hope, Firth of Firth. She drove on shore, from stress of weather, and became much damaged. Was got off February 15th. Crew saved.	L. L.; S. G.
-	-	-	-	-	Damaged -	At sea, by stress of weather. Put back to Liverpool leaky, and had to discharge and be docked.	Dep.
-	-	-	-	-	Total wreck	On the Goodwin Sands, in thick weather, at 2 a.m. Crew saved in own boat.	L. L.; S. G.
-	-	-	-	-	Stranded -	On the Scroby Sand. Assisted into Lowestoft much damaged, and had to discharge.	L. L.; S. G.
-	-	-	-	-	Stranded -	On Hasbro' Sand. Assisted into Yarmouth very leaky, and had to discharge.	L. L.; S. G.
-	-	-	-	-	Leaky -	At sea. Put into Dover, and had to discharge.	L. L.; S. G.
-	-	-	-	-	Leaky -	At sea. Put into Penarth Roads, having sprung a leak, and had to discharge.	L. L.
-	-	-	-	6	Lost -	Loch Ryan, near the entrance of, by stress of weather, with all hands.	C. G.
400	-	1,000	Yes	-	Foundered	Off Scilly. Sprung a leak from labouring in heavy seas on the passage, and being deeply laden she sunk. Lloyd's Agent is assured "that hundreds of vessels in the coasting trade are unseaworthy." Crew saved by pilot vessels.	C. G.; L. A.
-	-	-	-	-	Sunk -	In Carnarvon Bay, at her anchors, from stress of weather, and being disabled.	S. G.; Dep.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
Feb. - 9	Jack Tar, of Aberdeen	Sch. -	-	-	- - Aberdeen to Sunderland.	Pit-props and deals.	N. E.	-	- -
- 9	William, of London	Brig -	310	10	- - Clackmannan to London.	Coals -	N. E.	-	- -
- 10	John Willey, of Windsor, N. S.	- -	-	-	- - - -	Timber -	- -	-	- -
- 11	Emilie - - -	Sch. -	-	-	- - - -	- -	- -	-	- -
- 11	Bona Dea, of Liverpool	Barque	700	17	- Savannah to Liverpool.	- Timber and cotton.	- -	11	- -
- 12	Emma, of Fecamp	Brig -	-	-	Warkworth to Havre	- -	N. E.	4	Cloudy -
- 13	Susan, of Plymouth	Brig -	110	5	- - Porthcawl to Plymouth.	Coals -	S. E.	1	Fine -
- 14	Glenburn, of Richmond, U. S.	Barque	-	-	- - London to Newport (Mon.)	Ballast -	- -	-	- -
- 14	Virginie Augustine	Sch. -	85	6	- - Warkworth to Dieppe.	Coals -	N. W.	8	Thick -
- 15	Foam, of London	Fishing Smack.	-	4	- - - -	- -	North	9	- -
- 15	Lively - - -	- -	-	-	Leith to Lisbon	- -	- -	-	- -
- 16	Bisaieul, of Nantes	Chasse Marée.	65	5	- - Middlesbro' to Brest.	Coals -	N. W.	5	Hazy -
- 17	Traveller - - -	- -	-	-	- - - -	- -	North	8	Fine -
- 17	Eleanor - - -	- -	-	-	- - - - to Comb- martin.	Culm -	N. N. W.	9	- -
- 17	Prosper Adèle, supposed of St. Vaast.	Brig -	-	-	- - - -	Coals -	W. S. W.	8	- -
- 18	Espérance, of Fecamp	- -	-	-	- - - -	- -	N. N. W.	10	- -
- 18	True Friends, of Lynn	- -	-	-	Newcastle to Lynn	Coals -	N. W.	8	- -
- 18	Eagle, of Gainsborough	- -	-	-	- - - -	- -	W. N. W.	10	- -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Sunk	At the Fern Islands, after getting on shore. Crew saved.	L. L.; S. G.
-	-	-	-	-	Stranded	Near Dunbar; was run ashore leaky, from stress of weather; came off, and was towed into Hartlepool for repair.	Dep.
-	-	-	-	-	Abandoned	Off Broadhaven, having upset - - -	L. L.
-	-	-	-	-	Abandoned	'Off Lowestoft; found derelict, and taken into Dover by a fishing boat.	S. G.
-	-	-	-	10	Waterlogged	At sea; fallen in with off Mizen Head (County Cork), in distress, by the "Cuba," which took 11 men off the wreck, the survivors of the crew, (the master and 5 men having died on board, and 4 died since, on board the "Cuba.") On the 17th May she was again seen, and on the 25th was towed into Castle Townsend Harbour.—Insp. Com.'s letter.	S. G.; L. L.; C. G.
-	-	-	-	-	Stranded	Pegwell Bay; was got off; put into Ramsgate, and had to discharge; she underwent a thorough repair and was sold.	L. L.; S. G.
90	-	30	-	-	Damaged	At Porthcawl, at the back of the Breakwater; much injured and must discharge; caused by bad pilotage.—C. G. Return.	L. L.; S. G.; C. G.
-	-	-	-	-	Damaged	In the Thames, in Sea Reach, when going down the river, by collision (at night) with the "Hope," steam-ship, which taking the "Glenburn" nearly amidships, cut her down 23 streaks, and into the decks as far as the hatchways; to prevent her sinking she was run on shore on the 20th instant; she was got off, taken to London, discharged her ballast, and went into dock for repair, where the full extent of the damage was ascertained and made good.—See S. G. March 10th. Both vessels had pilots on board.	L. L.; S. G.
-	-	-	-	-	Stranded	At Blakeney, on the beach, by stress of weather, and had to discharge in order to be got off; she was floated off March 11th.	S. G.; Dep.
-	-	-	-	4	Foundered	On the Dogger Bank, the east part, in 14 fathoms water; seen to go down at 4.30 p.m., with her crew, by the smack "Friendship," of Gravesend.	S. G.
-	-	-	-	-	Leaky	At sea; put into Dover, and had to discharge.	S. G.
-	-	-	-	-	Stranded	At Brancaster. "Attributed by the coast guard return to negligence; she had no pilot on board; if she had had one she would have got into the harbour."	L. L.; S. G.; C. G.; Dep.
-	-	-	-	-	Stranded	At Port Isaac; greatly damaged and strained by stress of weather; she was got off, discharged and reloaded.	L. L.; S. G.
-	-	-	-	-	Total wreck	At Combmartin, near Ilfracombe, where she had discharged her cargo; a gale came on with a heavy sea, and she was soon wrecked.	L. L.; S. G.
-	-	-	-	-	Wrecked	On the Goodwin Sands. The "Ann and Susannah," of Dover, picked up part of a stern with the name on it, February 21st, off Dover.	S. G.
-	-	-	-	-	Wrecked	On the Newcome Sand; crew saved by the "Waterwitch."	S. G.
-	-	-	-	-	Total wreck	On Royn Sand, Lynn Deep, by missing stays; crew saved in own boat.	L. L.; S. G.; Dep.
-	-	-	-	-	Foundered	Off Cromer, in a heavy gale, at night: her masts seen the next morning by the coast guard.	C. G.; L. L.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
Feb. - 18	Lark, of Harwich -	Sch. -	-	-	- - - -	- -	N. by W.	9	- -
- 18	Cherokee - - -	- -	265	17	Liverpool to Africa -	General -	N.W.	10	- -
- 18	Wm. V. Kent, of Pitts- ton, U. S.	- -	667	-	- - Liverpool to Phila- delphia.	General	W.N.W.	10	-
- 18	Coromandel, of Preston	Sch. -	-	-	- - Liverpool to Ulver- stone.	Wheat, &c.	N.W.	10	- -
- 18	Peter Hattrick - -	- -	-	-	Antwerp to New York	- -	- -	-	- -
- 18	Essex, of London -	Barque	350	-	- - - -	Ballast	N.W.	10	- -
- 18	Australia, of New York	- -	1,450	-	- - - -	- General and 370 emigrants.	West	5	- -
- 18	Montezuma, of St. John's, N. B.	- -	840	-	Liverpool to Boston	Salt -	N.W.	11	- -
- 19	Rose, of Berwick -	Sloop -	51	4	Hull to Berwick -	Guano, &c.	N.N.W.	9	- - Snow storm.
- 19	Mary, of Shields -	Brig -	208	-	Shields to London -	Coals -	N.W.	10	Snow -
- 19	Penningham, of Belfast	Barque'	-	-	- - Liverpool to Rio Janeiro.	Coals -	Westerly	10	- -
- 19	William and Sally -	Sch. -	107	6	Newcastle to London	Coals -	N.N.W.	10	- -
- 19	Rangoon - - -	- -	-	-	Ceylon to London -	- -	N.W.	10	
- 19	Friendship, of Whitby	Brig -	-	-	- - - -	- -	N.W.	10	- -
- 19	Providence, of Aberdeen	- -	-	-	- - - -	- -	N.N.W.	8	- -
- 20	Lalla Rookh, of Exeter	Sch. -	-	-	London to Fisherrow	- -	W.S.W.	10	- - Thick, with rain.
- 21	Helena Sophia, of Nor- way.	Barque	-	-	Shields to Bermuda -	- -	- -	-	- -
- 22	Recovery, of Inverness	Sch. -	99	6	- - Rutland to Rath- melton.	Kelp -	S.W.	5	Cloudy -
- 22	Jemima, of Arbroath -	Sch. -	55	4	- Hartlepool to Aber- deen.	Coals -	N.W.	9	- Squally and hazy.
2	Cicero, of Sunderland -	- -	-	6	- - Southampton to Sunderland.	- -	W.S.W.	4	Cloudy -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Lost -	On the Burrows Sand, by stress of weather, having parted from her anchors. Crew saved in own boat.	S. G.
-	-	-	-	11	Stranded -	On East Hoyle, Liverpool. Got off 25th February, with little damage; 11 lives were lost by the upsetting of the Steam Tug Company's life-boat when going to the rescue of the crew, who were saved.	S. G.; Dep.
-	-	-	-	-	Leaky -	At sea; put back damaged by stress of weather, and discharged cargo; to go into dock at Liverpool.	Dep.
-	-	-	-	-	Stranded -	River Mersey, off New Brighton, near the Rock Lighthouse; she drove on shore by stress of weather. Crew saved.	L. L.; S. G. L. A.
-	-	-	-	-	Leaky -	At sea; put into Cowes, Isle of Wight, and had to discharge.	L. L.; S. G.
-	-	-	-	14	Total wreck	On the Scroby Sand. "After striking, she was thrown on her beam ends, and soon disappeared. The crew were all lost, the life-boat not being able to reach her in time."	L. L.; S. G.
-	-	-	-	-	Stranded -	Liverpool, on North Burbo Bank; beat over the bank, and was run into the Mersey with 7 feet water in the hold, and on the shore near Rock Ferry. The emigrants were landed, the cargo discharged, and the ship docked.	Dep.
-	-	-	-	-	Stranded -	At Liverpool, on Burbo Bank, and much damaged; towed back to discharge and repair.	S. G.; Dep.
350	-	-	-	-	Stranded -	At Gore Point, near Hunstanton, by stress of weather. The cargo was discharged on the beach. Crew saved.	S. G.; C. G.; Dep.
-	-	-	-	-	Wrecked -	Near the Sunk Sand; she struck on the Sunk, drove over it into deep water, and sunk. Crew saved in own boat.	L. L.; S. G.
-	-	-	-	-	Stranded -	Put into Holyhead New Harbour from stress of weather, and drove from her anchors on the Salt Island rocks. She was got off 3d March.	Dep.; L. L.; S. G.
-	-	-	-	-	Stranded -	At Caistor, after striking on the Barber Sand.	L. L.; S. G.; Dep.
-	-	-	-	-	Stranded -	At Herne Bay, having struck on and drove over the Pan Sand, in a gale, losing her anchors, and becoming leaky; discharged her cargo into vessels, and was got off 23d February.	L. L.; S. G.
-	-	-	-	-	Wrecked -	At Yarmouth, by stress of weather; she went to pieces.	S. G.
-	-	-	-	-	Abandoned	Off Tynemouth, dismasted, and in a sinking state. Crew landed at Scarbro'.	L. L.; S. G.
-	-	-	-	-	Wrecked -	On the Scroby Sand, having lost her sails, &c. in a heavy gale in the North Sea. Crew saved by smackmen.	L. L.; S. G.
-	-	-	-	-	Leaky -	At sea; put into Portsmouth from stress of weather, and had to discharge.	S. G.
350	600	200	-	-	Wrecked -	Near Rutland, on Either Island, "by missing stays, and her anchors coming home. A pilot on board, but he was not licensed."	L. L.; C. G.; Dep.
80	No	10	No	-	Stranded -	Near Arbroath, on the rocks, being water-logged by stress of weather. The C. G. Return says "the ship not seaworthy." Crew saved by pilot boat.	L. L.; C. G.
-	-	-	-	-	Wrecked -	On the Newcome Sand; her sails, rigging, &c. were brought on shore, and the crew saved.	S. G.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From, — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854 :									
Feb. - 22	Trotter, of Gloucester -	- - -	-	-	- - - -	Coals -	W. S. W.	10	Rain -
- 23	Hendrika Jantina -	Galliot	120	6	London to Antwerp -	General -	N. W.	10	- -
- 23	Lionel - - -	Steam-vessel.	-	-	Shields - - -	- - -	- -	-	- -
- 23	Defiance, of Sunderland	Sch. -	71	4	Folkestone to Seaham	Ballast -	North	9	- - Thick and squally.
- 23	Mary and Helena, of Padstow.	Smack	47	4	-- Newport (Mon.) to Padstow.	Coals -	W. N. W.	3	Clear -
- 24	Albert, of Fecamp -	Chasse Marée.	-	-	Hartlepool to Fecamp	- - -	West	-	Fine -
- 24	Commerce, of Woodbridge	- -	-	-	London to Newcastle	Barley -	- -	-	- -
- 24	Mary, of Plymouth -	Sloop -	-	-	Out fishing - -	- -	N. W.	4	- -
- 25	Lady Saltoun, of Lerwick	- -	-	-	- - - -	- -	N. W.	10	- -
- 26	British Hero, of Gravesend.	Smack	-	-	- - - -	- - -	- -	-	- -
- 26	William and Eliza -	- -	-	-	- - - -	- - -	- -	-	- -
- 26	Flagh, of Wick - -	Sch. -	-	-	Limerick to Glasgow	Oats -	- -	-	- -
- 26	Blanch, of Cork - -	Barque	794	-	-- Callao and Queens-town to Leith.	Guano -	N. E.	10	- -
- 26	Orleans, of Liverpool -	Ship -	930	26	-- Liverpool to New Orleans.	Salt -	S. W.	6	- - Dense fog.
- 26	Pursuit, of Shields -	Sch. -	109	-	London to Shields -	Ballast -	N. W.	6	Fine -
- 27	Celerity, of Southampton	Sch. -	-	-	- - Southampton to Shields.	Iron, &c.	West	-	Dull -
- 27	George and Eliza -	Sloop -	-	-	Newcastle to London	- -	W. S. W.	-	Fine -
- 27	Ocean Queen, of Colchester.	- -	-	-	Hartlepool to London	- -	West	5	Cloudy -
- 28	Richard Wright, of St. John's, N. B.	Brigtn.	127	-	-- Liverpool to Boston, U. S.	- Salt and coals.	W. S. W.	8	- - Dark; cloudy.
- 28	Gem, of Shields - -	Billyboy	-	-	London to Shields -	General -	W. S. W.	5	- -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Stranded -	At Bridgewater, at night, and sunk at the mouth of the Parret.	S. G.; L. L.
-	-	-	-	-	Abandoned	On the Barrow Sand; waterlogged, and stranded by stress of weather. Towed into Sheerness by three smacks, derelict. Crew saved by the "Pandora."	S. G.; Dep.
-	-	-	-	7	Abandoned	At sea, lat. 57°, in a sinking state. Crew saved by the "Neptunus," which was abandoned waterlogged, and both crews were saved by the "Handelsmaatschappy." Seven died from starvation.	S. G.
-	-	-	-	-	Foundered -	Off Flamborough Head, in collision with the "Levingston," of Hartlepool, which saved the crew.	L. L.; C. G.; L. A.; S. G.
-	-	-	-	-	Stranded -	On Breaksea Point; the C. G. Return says, "by negligence of the mate."	C. G.
-	-	-	-	-	Abandoned	On the Goodwin Sands; she was got off in a damaged state, and taken into Ramsgate derelict. Crew saved.	L. L.; S. G.
-	-	-	-	-	Leaky -	At sea. Put into Woodbridge, and had to discharge and go upon the slip. This vessel put back thrice from stress of weather.	L. L.; S. G.
-	-	-	-	-	Wrecked -	Near Mevagissey. She was allowed to drive on shore when lying to for daylight to shoot the trawl.—S. G. Crew saved.	S. G.; L. L.
-	-	-	-	-	Stranded -	On Isle Bressa, Shetland. She drove from her anchors by stress of weather, and was considerably damaged. She was got off in April following and taken into dock.	S. G.
-	-	-	-	-	Lost -	On the Dogger Bank. Crew saved by the "Eendragt."	S. G.
-	-	-	-	-	Abandoned	At sea, in lat. 54° 48' N.; long. 4° 20' E.	S. G.
-	-	-	-	-	Total wreck	On Taransa Island, Hebrides. Crew saved	S. G.
-	-	-	-	-	Damaged -	At sea by stress of weather. Put into the Humber leaky and disabled, with loss of rudder, &c.	S. G.; Dep.
Nearly total.	- Lloyd's and Liver- pool.	Total -	-	-	Stranded -	On the rocks, at the Calf of Man. She sailed from Liverpool at 11 a.m. Ran on the rocks at midnight in a dense fog. Crew saved by landing from the jib-boom. She sunk immediately after in deep water; floated up again, and was towed into Douglas Bay, and grounded there. In this state she was sold in May following.	L. L.; L. A.; S. G.
-	-	-	-	-	Abandoned	In Bridlington Bay, at anchor with her sails left set. Was boarded and taken into Bridlington by boatmen, derelict.	L. L.; D. p.; S. G.
-	-	-	-	-	Total wreck	On the Herd Sand, after striking on the bar at the mouth of the Tyne. Crew saved by life-boat.	L. L.; S. G.
-	-	-	-	-	Sunk -	Off Cromer; in collision with the "Courier," which saved the crew.	L. L.; S. G.
-	-	-	-	-	Abandoned	Off Whitby, after being in contact with the "Policy."	L. L.; S. G.
-	-	-	-	-	Abandoned	Off the Calf of Man, in contact with the "Violante," which received the crew. The "Richard Wright" was subsequently boarded and taken into Whitehaven, derelict, by a fisherman, where she discharged her cargo for repair.	L. L.; S. G. Dep.
-	-	-	-	-	Sunk -	Off Hartlepool, in collision, at night, with the "Sheraton," which saved the crew.	S. G.; L. L.

(continued)

Date.	NAME OF VESSEL. Where Belonging.	Rig.	Tons.	Men.	From. Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
March 1	Primrose, of Newcastle	Sch. -	-	3	Leith to the Tyne -	Metal -	-	-	-
- 1	City of Glasgow, of Liverpool.	Screw S. ship.	1087	76	- Liverpool to Philadelphia.	- General and 404 passengers.	-	-	-
- 1	Acastus, of London	- - -	-	-	Newport to New York	- - -	-	-	-
- 2	Royal Rose - -	Brig -	-	-	- Alexandria to Londonderry.	- - -	-	10	-
- 2	Smilax, of Exeter	- Brignte.	149	7	- - Grangemouth to Havre.	Iron -	W.S.W.	5	- Dark and hazy.
- 2	Robert - - -	Brig -	-	-	Seaham - - -	Coals -	S.W.	5	- -
- 3	Anna, of Christiansand	- - -	-	-	- - Cristiansand to Macduff.	Timber -	W.N.W.	3	- -
- 3	Charles Humberstow	- Ship -	1,100	29	Liverpool to Boston	- General and passengers.	S.S.W.	4	Thick -
- 4	Anna Elizabeth, of Sweden.	Brignte.	-	-	Cardiff to Tarragona	- - -	-	-	-
- 5	Haabet, of Denmark	- - -	-	7	- Rotterdam to Hartlepool.	Ballast -	-	-	-
- 6	Samuel and William, of Lynn.	Sloop -	-	-	Lynn to Newcastle	Sand -	Southerly	-	-
- 8	Hugh Crawford, of Inverness.	Smack	49	4	Inverness to London	Potatoes	W.S.W.	-	Hazy -
- 8	Felix, of Exeter - -	Brig -	-	-	- - - -	- - -	-	-	-
- 8	Harriet Preston, of Barmouth.	Sch. -	-	-	- - Port Dinorwick to Kirkcaldy.	- - -	-	-	-
- 8	Robert Kelly, of New York.	Ship -	1,132	35	- - Liverpool to New York.	- General and about 500 passengers.	S.S.W.	4	Thick -
- 8	Chieftain - - -	Steam	-	-	- - Glasgow to Port Phillip.	- - -	-	-	-
- 9	Pantheon, of Boston, U. S.	Ship -	-	-	- New York to Liverpool.	General -	N.W.	-	-
- 9	Prosperitas, of Leghorn	Ship -	529	17	Odessa to Hull	- Linseed -	W.S.W.	6	Thick -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY.		Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.			REMARKS.		
11.	12.	13.	14.	15.	16.	17.		18.
£.	£.	£.	£.					
-	-	-	-	3	Missing	She sailed from Leith five weeks since, and has not been heard of March 1st.—S. G.		S. G.
-	- Ship and cargo for 50,000.	-	-	480	Missing	She sailed from Liverpool on this day, and had not been heard of in January following.		S. G.; L. L.
-	-	-	-	-	Abandoned	At sea in a sinking state. Crew saved by the "Liverpool."		S. G.
-	-	-	-	-	Leaky	Towed into the Clyde, having been on shore from stress of weather, and would have to discharge.		L. L.; S. G.
-	-	-	-	-	Wrecked	At the Fern Islands, on the Knavestone Rock.—C. G. Report says, "the rock not entered on the chart;" the Admiralty chart shows it clearly. Crew and part of ship's stores, &c. saved; the vessel broke up.		L. L.; C. G.; Dep.
-	-	-	-	-	Stranded	At Cromarty, on the north side of the ferry, and must discharge.		S. G.
-	-	-	-	-	Total wreck	On Isle Linga, Shetland, by missing stays in very light wind. Crew saved.		L. L.; S. G.
-	-	-	-	-	Stranded	Dundrum Bay, at Tyrella Coast Guard Station, at 2 a.m.—The C. G. Return attributes this loss to "negligence. St. John's Light was seen; no lead hove; but the particulars could not be obtained."		L. L.; S. G.; C. G.
-	-	-	-	-	Leaky	At sea; put into Padstow, was surveyed and had to discharge.		S. G.
-	-	-	-	3	Abandoned	In the North Sea; seen dismasted and waterlogged in lat. 56 N., long. 4 E., by the "Anna Carlotta." The master was washed overboard; two men drowned in her hold; the remainder of the crew saved by the "Vrouw Neeltje."		L. L.; C. G.
-	-	-	-	-	Wrecked	At Blackhalls (coast of Durham), on the rocks, and went to pieces. She was run on shore in a leaky state.		L. L.; S. G.
100	300 Inverness and Dundec.	-	Yes	-	Stranded	On Whitby Rock in hazy weather, at night; was got off, and into Whitby, damaged, and had to discharge.		C. G.
-	-	-	-	-	Abandoned	Off St. Abb's Head, waterlogged and damaged.		L. L.
-	-	-	-	-	Stranded	Loch Larne, on a rock near the entrance of; was got off leaky, and towed to Belfast to discharge, &c.		L. L.; S. G.
-	-	-	-	-	Abandoned	On Arklow Bank, by crew and passengers, after being stranded there on the 6th. She floated off the bank, was boarded by fishermen, who took her into Kingstown dismasted and damaged, and was finally towed back to Liverpool.		S. G.; L. L.; Dep.
-	-	-	-	-	- - Stranded and wrecked.	At Coon, 6 miles north of Carradale, Cantire, and became a wreck.		L. L.; S. G.
-	-	-	-	-	Wrecked	At Rhosnygar Bay, near Holyhead, on the rocks; she went to pieces March 14th, and the cargo was strewed along the beach. Crew saved in own boats.		L. L.; S. G.; Dep.
Total	Yes	-	-	-	Wrecked	Dungeness, two miles west of the light-house, "in consequence of thick weather and misreckoning," at 4 a.m.		L. L.; C. G.

(continued)

Date.	NAME OF VESSEL.		Rig.	Tons.	Men.	From.	Cargo.	Wind.		Weather.		
	Where Belonging.					Bound to.		Direction.	Force.			
1.	2.		3.	4.	5.	6.	7.	8.	9.	10.		
1854 :												
March 10	Maria, of Padstow	-	Smack	-	-	- Port Gavern to Barnstaple.	Slates	-	S.W.	8	-	-
- 10	Vasco da Gama, of Antwerp.	-	-	602	-	Antwerp to New York	General and passengers.	-	West	6	-	-
- 10	Speculator	-	-	-	-	Archangel to London	-	-	-	-	-	-
- 12	Triton, of Harlingen	-	-	-	-	Cardiff to Barcelona	Coals	-	S.W.	6	Fine	-
- 13	Refuge, of Liverpool	-	Ship	803	-	Bristol to Mobile	Iron	-	-	-	-	-
- 14	Jannet, of Ayr	-	Smack	30	3	Liverpool to Greenock	Salt	-	- South-erly.	10	Hazy	-
- 15	Phoenix, of St. John's, N. B.	-	Brig	346	-	- Liverpool to Castine, U. S.	Salt	-	W. by N.	10	-	-
- 15	Robert, of Grimsby	-	-	-	-	Grimsby to Newcastle	Salt	-	-	-	-	-
- 15	Esther, of Ipswich	-	Brig	-	-	London to Gibraltar	Coals	-	-	-	-	-
- 15	Hercule, of Havre	-	Brig	-	-	Havre to Senegal	Coals	-	-	-	Stormy	-
- 16	Oriental, of Stockton	-	-	500	-	London to Port Phillip	General	-	Westerly	-	-	-
- 16	Richard Watson, of Newcastle.	-	Brig	-	-	London to the Tyne	-	-	-	-	-	-
- 16	Helen, of Greenock	-	Brig	-	-	- - Lisbon to Newfoundland.	-	-	-	10	-	-
- 17	Dean Swift	-	Smack	-	-	Ardrossan to Oban	-	-	-	-	-	-
- 18	Coronella, of Liverpool	-	-	-	-	- - New Orleans to Liverpool.	Cotton	-	W.S.W.	8	Thick	-
- 18	Flor, of St. Ubes	-	Sch.	-	-	- Caminha to Queens-town.	- - Indian corn.	-	-	-	-	-
- 18	Esther, of Bristol	-	-	-	-	- - Newport to New York.	Iron	-	-	-	-	-
- 18	Unknown	-	Sloop	16	2	-	-	-	N.W.	8	-	-
- 19	Josephine, of Shields	-	Barque	336	1	London to Shields	Ballast	-	South	3	Clear	-
- 19	James, of Lerwick	-	Brig	-	-	Longhope to Ireland	Coals	-	S.E.	6	-	-

Vessel.		Cargo.		Number	Nature of	SITE AND CAUSE OF WRECK OR CASUALTY.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.	Lives Lost.	Casualty.	REMARKS.	
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Stranded	At Barnstaple, on the bar, and bilged; the cargo was discharged, and the vessel got off full of water; she was taken to a shipyard for survey and repair.	S. G.; Dep.
-	-	-	-	-	Leaky	At sea. Put into Portsmouth, and had to discharge.	S. G.; Dep.
-	-	-	-	-	Missing	She sailed from Archangel in September; was spoken at sea near Shetland, in lat. 61 N. long. 2 E., with loss of sails, and has not been heard of since, to this date.	S. G.
-	-	-	-	-	Leaky	At sea. Put back and proceeded to Bristol to discharge, and go into dock.	L. L.; S. G.
-	-	-	-	-	Damaged	In the Avon, by grounding, on coming out of the Bristol docks, by the breaking of the hawsers when swinging the ship; by great exertions in discharging the cargo, &c. she was got off the next tide, much strained.	S. G.
-	-	50	-	-	Total wreck	In Clanyard Bay, Galloway; she sprung a leak, and was run on shore; crew saved in own boat.	L. L.; S. G.; C. G.
-	-	-	-	-	Leaky	At sea, and damaged by stress of weather; put back to Liverpool to discharge and repair.	Dep.
-	-	-	-	-	Missing	She left Grimsby February 14th, and had not been heard of up to this date.	S. G.
-	-	-	-	-	Leaky	At sea. Put into Falmouth, and had to discharge.	L. L.; S. G.
-	-	-	-	-	Abandoned	Off Sybil Head, west coast of Ireland; she was boarded by the Coast Guard men, and taken into Galway derelict. Crew saved in own boat.	S. G.; Dep.
-	-	-	-	-	Leaky	At sea. Put into Portsmouth, and must discharge.	S. G.; Dep.
-	-	-	-	-	Missing	She left London about six weeks ago, and has not been heard of since.	S. G.
-	-	-	-	1	Leaky	At sea, and dismasted by stress of weather; put into Loch Indal, Isla, in distress.	L. L.
-	-	-	-	-	Sunk	Off Tobermory, in deep water, from springing a leak; crew saved in own boat.	L. L.; S. G.
-	-	-	-	-	Stranded	St. Bride's Bay; on Broadhaven Sands, near Solva, and had to discharge, after which she was floated off and towed to Liverpool.	L. L.; S. G.
-	-	-	-	2	Abandoned	At sea. Taken into Westport, derelict, and damaged; crew saved, except two.	L. L.
-	-	-	-	-	Leaky	At sea. Put into Kilrush, damaged by stress of weather, and must discharge for repairs.	S. G.
-	-	-	-	1	Foundered	Off Orme Head; one man saved by the "Prince of Wales" steamer.	S. G.
-	-	-	-	-	Foundered	In the North Sea, six miles north of the Dudgeon, after being in contact with the "Russel," at night; crew saved by the "Neptune," and landed at Hartlepool.	L. L.; Dep.
-	-	-	-	-	Sunk	At Orkney, on leaving Longhope, by the breeze dying away, and strong current setting her upon the rocks, from off which she sunk; crew saved.	L. L.; S. G.

Date.	NAME OF VESSEL.		Rig.	Tons.	Men.	From.		Cargo.	Wind.		Weather.		
	Where Belonging.					Bound to.			Direction.	Force.			
1.	2.		3.	4.	5.	6.		7.	8.	9.	10.		
1854 :													
March 19	Liberal, of Boston	-	Sch. -	49	3	Humber to Boston	-	Coals	-	S. E.	-	Clear	-
- 19	Scotia	- - -	- - -	-	-	- - - -	-	- - -	-	- - -	-	- - -	-
- 20	Unknown	- - -	Barque	600	-	- - - -	-	- - -	-	- - -	-	- - -	-
- 20	Thomas	- - -	- - -	-	-	Liverpool to Cork	-	Salt	-	East	8	-	-
- 20	First, of Aberdeen	-	Sloop -	-	-	Spey to Sunderland	-	- Railway sleepers.	-	N. N. E.	6	-	-
- 20	Star, of Bideford	-	Brignte.	79	5	Liverpool to Waterford	-	Salt	-	East	8	Cloudy	-
- 20	Champion	- - -	- Steam tug.	-	-	Shields	- - -	- - -	-	N. E.	8	-	-
- 21	Amelia Hannah	- - -	- - -	-	-	Ardrossan to Runcorn	-	- - -	-	- - -	-	-	-
- 21	Ellergill, of Hull	-	- - -	-	-	Shields to New York	-	Coals	-	Westerly	10	-	-
- 21	Royal George, of Rams-gate.	-	Ketch	-	-	- Hartlepool to Rams-gate.	-	Coals	-	E. N. E.	5	-	-
- 21	Margarets, of Greenock	-	Smack	-	-	Thurso to Glasgow	-	- - -	-	E. N. E.	2	- Fine and clear.	-
- 21	Josephine, of Swansea	-	Brig	209	10	Glasgow to New York	-	Iron, &c.	-	S. S. W.	12	Foggy	-
- 22	Thistle, of Banff	- - -	- - -	-	-	Leith to Helmsdale	-	- - -	-	- North-erly.	8	-	-
- 22	Catherine, of Nevin	-	Sch. -	-	5	— to London	-	Slates	-	N. E.	5	Clear	-
- 23	Persian, of Liverpool	-	Ship -	598	-	- Liverpool to Charles-town, U. S.	-	- - Slates & salt.	-	South	10	Thick	-
- 23	Vortex, of Yarmouth, N. S.	- - -	- - -	-	-	- Greenock to Boston, U. S.	-	- - -	-	- - -	-	-	-
- 24	Ceres, of Wisbeach	-	Brignte.	-	-	- Hartlepool to Abbe-ville.	-	Coals	-	N. E.	4	Thick	-
- 24	Bonito	- - -	Barque	267	14	- - Pernambuco to Hambro'.	-	- - Sugar ; 1 passen-ger.	-	N. E.	5 or 6	Hazy	-
- 28	Lord Douglas, of Dundee	-	Sch. -	83	-	Crail to London	-	Potatoes	-	W, by N.	6	Hazy	-

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY.		Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.			REMARKS.		
11.	12.	13.	14.	15.	16.	17.		18.
£.	£.	£.	£.					
300	-	30	200 Boston.	3	Foundered	Off Skegness. "Caused by stress of weather, want of seamanship and sobriety, and negligence."—C.G. Ret. Crew drowned.		L. L.; C. G.
-	-	-	-	-	Damaged	At sea. Put back to Scalloway, Shetland, and had to discharge.		S. G.
-	-	-	-	-	Abandoned	At sea. Seen by the "Woodcock," in lat. 50, long. 26.40, waterlogged, &c., and supposed to be a British vessel.		S. G.; L. L.
-	-	-	-	-	Stranded	At Fishguard, and much damaged by stress of weather. Had to discharge.		L. L.; S. G.
-	-	-	-	-	Stranded	At Sunderland, behind the South Pier, attempting to enter the port at night, and much damaged. Stores and cargo discharged.		S. G.
500	Topsham	-	-	-	Wrecked	Carnore Point, near the Findale Rocks, at 3 a.m. "Compass being in error."—C. G. Return. "By getting too near the shore."—Lloyd's Agent.		L. A.; S. G.; C. G.; Dep.
-	-	-	-	-	Sunk	At Shields, in collision with the "Chevy Chase" steam-ship when entering the harbour at night.		S. G.
-	-	-	-	-	Leaky	At sea. Put into Belfast, and must discharge.		L. L.
-	-	-	-	-	Leaky	At sea, in lat. 59 N., long. 9.30 W., from stress of weather. Put back to Londonderry; had to discharge the cargo, and undergo the necessary repairs.		L. L.; Dep.
-	-	-	-	-	Abandoned	At sea. Taken into Dover, derelict, by Deal boatmen; she had been in collision with the "Comet," and was considerably damaged; the "Comet" saved the crew.		S. G.
-	-	-	-	-	Damaged	Off Ardnamurchan Point, Argyleshire, at night, in collision with the "Islay" steam-vessel, and very much damaged; she was towed into Tobermorey, and laid on the beach.		S. G.
150	700 Lloyd's.	75	-	-	Damaged	At sea, lat. 58 N., long. 10 W., by stress of weather; she was thrown on her beam ends by the cargo shifting, part of which was thrown overboard; she then righted, and put back to Sligo to repair.		Dep.
-	-	-	-	-	Sunk	Off Usan, near Montrose, at night. Crew saved in own boat.		L. L.; S. G.
-	-	-	-	4	Sunk	Off Falmouth, at night, in collision with the "Loup," which saved one of the crew.		S. G.
-	-	-	-	-	Leaky	At sea, and damaged by stress of weather. Put back to Liverpool (having had to throw part of cargo overboard), to discharge and repair.		Dep.
-	-	-	-	-	Leaky	At sea. Put back to Greenock, and had to discharge, to be docked.		S. G.
-	-	-	-	-	Total wreck	On the Kentish Knock, at 4 a.m. Crew saved in own boat.		L. L.; S. G.
-	-	-	-	11	Foundered	Off the Start, in collision with the "Ann Kimball," at 1.30 a.m. She sunk almost immediately; the captain and two mates were the only persons saved.		L. L.; S. G.
-	-	-	-	-	Stranded	At Holy Island, by running on the Plough Rocks at night. She came off on the tide rising, but so leaky and damaged as to require to be taken into North Sunderland to discharge and repair.		Dep.

(continued)

Date.	NAME OF VESSEL.		Rig.	Tons.	Men.	From.	Cargo.	Wind.		Weather.
	Where Belonging.					Bound to.		Direction.	Force.	
1.	2.		3.	4.	5.	6.	7.	8.	9.	10.
1854 :										
March 29	Ivy, of Scarbro' - -		Brig -	-	-	Lea Creek to Shields	- - - -	-	-	-
- 30	Margaret and Jane, of Peterhead.		- -	-	-	Peterhead - -	Stone, &c.	S. W.	-	- -
- 31	Chance, of Banff -		Sloop -	29	3	Banff to Port Gordon	Guano -	N. N. W.	6	Rain -
April 1	Industry, of Sunderland		Sloop -	37	3	Sunderland to Alloa	Coals -	N. W.	11	- -
- 1	Duke of Sussex, of Maldon.		Sch. -	121	7	- - Sunderland to Maldon.	Coals -	W. by S.	6	Dark and hazy.
- 1	Fuchsia, of Newcastle -		Sch. -	-	-	Newcastle to Kirkwall	Coals -	- -	-	- -
- 1	Clyde - - -		Screw st. ship.	-	-	- London to Grangemouth.	General -	W. S. W.	3	Fine -
- 3	Ann Logan - -		Barque	295	11	- - London to St. Vincents.	General -	N. E.	5	Fine -
- 5	Isabella, of Amlwch -		Sch. -	129	8	Cardiff to Liverpool -	Coals -	W. N. W.	1	Fine -
- 10	Celerity, of Exeter -		Sch. -	118	-	Cardiff to Aberdeen -	Iron -	Eastward	8	- -
- 10	Louisa, of Dunkirk -		- -	-	-	Dunkirk to Iceland -	- -	W. S. W.	7	Showery
- 11	Brothers, of Plymouth		Sloop -	50	2	- - Plymouth to Salcombe.	Limestone	East	5	Fine -
- 11	Glasgow - - -		Screw st. ship.	-	-	- - Glasgow to New York.	- General & 400 pass.	Easterly	4	- -
- 12	Hecla, of Vlaardingen		- -	-	-	- - - -	- -	- -	-	- -
- 12	Ace of Trumps, of Guernsey.		Sch. -	76	6	Guernsey to Cardiff	Iron ballast	Easterly	7	Clear -
- 13	Defender - - -		Barque	-	-	- - Shields to Portsmouth, U. S.	- -	S. E.	-	Fine -
- 14	Magdalena, of Hamburgh.		Barque	250	13	- - Hamburgh to Monte Video.	General -	- -	-	- -
- 14	Mary, of Saltcoats -		Sloop -	-	-	— to Dumbarton -	Lime -	- -	-	- -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Stranded	River Thames, at the entrance of Lea Creek. She turned over as the tide ebbed, bottom up, and sunk. Was raised on the 1st April, much damaged in hull and masts.	S. G.
-	-	-	-	-	Stranded	Near Aberdeen, at night. She was got off, April 5th, damaged, and taken to Aberdeen to repair.	L. L.; S. G.
-	120	-	-	-	Stranded	Port Gordon, 50 yards east of, by stress of weather, trying to enter the harbour with a pilot on board. The vessel very old, bilged, and not worth getting off.—C. G. Return.	C. G.
-	-	-	-	-	Foundered	At sea, 12 miles off St. Abb's Head, at noon, from springing a leak by stress of weather. Crew saved in own boat.	L. L.; S. G.; Dep.
800	No	90	-	-	Wrecked	On Whitby Rock, and sunk, at night. The C. G. Return attributes this loss to "want of caution." Crew saved in own boat.	S. G.; C. G.; L. L.; Dep.
-	-	-	-	-	Wrecked	At Shapinsay, Orkney, on the Maidens, at night. Crew saved.	S. G.
500	-	-	-	-	Damaged	In the Thames, from being run into by the "Gothenburgh" screw steam-ship, as she ran off the slip, in launching, from Messrs. Scott Russell's yard, Millwall, by which she was bilged. Was run on shore, with her after compartments full of water, &c., and had to discharge part of cargo. Cabin fittings, &c., much damaged.	S. G.
-	-	-	-	-	Fire	At sea; the cargo ignited. The vessel was taken into Shoreham, and scuttled, the fire at one time threatening both ship and cargo, which was discharged.	S. G.; Dep.
1,000	No	100	-	-	Sunk	Near Porthcawl, after stranding on the Skerwether Sands, "not being perfectly acquainted with the coast."—C. G. Return. Crew saved in own boat.	S. G.; C. G.
-	Yes	-	-	-	Stranded	Exmouth, on the bar, and had to discharge, in order to effect extensive repairs. She was in a pilot's charge.	S. G.; Dep.
-	-	-	-	-	Leaky	At sea. Put into Lerwick to discharge	L. L.
-	Not	-	-	2	Sunk	Off Yealm, Devon, at 10 a.m. "Negligence."—C. G. Return.	C. G.
-	-	-	-	-	Stranded	Near Renfrew, in the Clyde. Became leaky, and had to discharge, and be docked.	S. G.; L. L.
-	-	-	-	-	Leaky	At sea. Put into Lerwick, and had to be run on shore in Balta Sound, in a sinking state. Crew landed.	L. L.; S. G.
-	-	-	-	-	Sunk	Ilfracombe, after striking on the rocks off Nillage Point, by missing stays. Fell over, and filled. She was raised May 20th, and taken into Watermouth.	S. G.; Dep.; C. G.
-	-	-	-	-	Stranded	Shields, on the bar of. Put back with damage. Was surveyed, and had to discharge, to repair.	L. L.; S. G.
-	-	-	-	-	Abandoned	On Hasbro' Sands, where she was stranded by missing stays. The hull and sundry pieces of wreck, with some deals, part of her cargo, were taken into Scrabby, April 17th. Crew saved.	S. G.
-	-	-	-	-	Wrecked	Firth of Clyde. Stranded on a rock near Toward Point, and became leaky. The cargo blew up. The vessel was run on shore, and became a complete wreck; the cargo nearly useless.	S. G.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854 :									
April - 17	Scotland, of Belfast	Ship	1,079	28	Liverpool to Mobile	General	South	6	- - Dark ; squally, with rain.
- 17	Colbert, of Havre	Ship	417	19	Calcutta to Havre	General	South	6	- - Dark ; squally, with rain.
- 17	Brenda, of Sligo	Smack	29	2	- Londonderry to Do- negal.	India corn	Easterly	-	- -
- 18	Hopewell, of Shields	Barque	-	10	- Shields to Constan- tinople.	Coals	East	4	Fine -
- 18	Diana, of Dumfries	Brig	-	-	Dumfries to Quebec	-	Easterly	6	- -
- 18	Solide, of Paimpol	Sloop	-	4	Dahowt to Swansea	Ballast	E. S. E.	7	- -
- 20	Georg, of —	-	-	-	Newport to Korsoer	Iron	S. S. E.	-	- - Hazy, with rain.
- 20	Rambler, of Cork	Sch.	81	4	Cork to London	Oats	S. E.	5	Cloudy -
- 22	Weland, of Goole	Sloop	-	-	- - - -	Chalkstone	N. E.	9	- - Rain and snow occasion- ally.
- 22	Albertina, of Gotheborg	Brig	-	13	- - Gothenburgh to Bordeaux.	Deals, &c.	N. E.	8	Rainy -
- 23	Anemone, of London	Brig	241	9	Shields to Philadelphia	- Iron and general.	N. N. E.	9	- - Thick and hazy.
- 23	Freia - - -	-	-	-	- - Copenhagen to Havana.	-	N. E.	8	- -
- 23	Ann and Sarah, of New- castle.	Brig	222	9	Shields to London	Coals	N. E.	9	Hazy -
- 23	Bear, of Dundee	Sloop	37	3	Spey to Yarmouth	Potatoes	N. E.	8	Showery
- 23	Robert, of Aberdeen	Sch.	141	7	- - Aberdeen to Har- tlepool.	Props	N. E.	8	Showery
- 24	Pere Grenet, of France	Brig	-	-	- Santander to Liver- pool.	Flour	N. E.	3	- - Dark ; cloudy.
- 24	Camola, of Dundee	Sloop	44	-	Newburg to Newcastle	Wheat	N. E.	10	- -
- 26	Riso - - -	Brig	-	8	Stockholm to Lisbon	General	N. E.	6	Fine ; clear
- 26	Emile and Angele, of Caen.	Sch.	110	5	Middlesbro' to Brest	Coals	N. W.	6	Fine -
- 26	Emma, of —	-	-	-	- - - -	- Potatoes and hay.	N. W.	6	- -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Damaged -	At sea, lat. 45° N., long. 20° W., in collision, at night, with the "Colbert," of Havre. Put back to Belfast to repair, &c.	Dep.
-	-	-	-	1	Foundered	At sea, in collision with the above, which saved the crew, except one.	Dep.
-	-	-	-	-	Foundered	Off Telin Head, Donegal, after striking on a rock in the sound of Rathlin and O'Birne. Crew saved.	L. L.; S. G.; Dep.
-	-	-	-	-	Abandoned	On Hasbro' Sands. She came off damaged and leaky, and was taken into Hartlepool derelict. Crew not heard of.	L. L.; S. G.
-	-	-	-	-	Leaky -	At sea. Put into Belfast, and had to discharge	L. L.
-	-	-	-	-	Abandoned	At sea. Boarded by the "Adder" R. C., off Caldy Island, and taken into Milford derelict. She had been in collision with the "Maria e Juana," which received the crew.	L. L.; S. G.
-	-	-	-	-	Leaky -	At sea. Put into Portsmouth, and had to discharge.	L. L.; S. G.
-	-	-	-	-	Stranded -	Near Shoreham, on the beach, two miles east of. After discharging her cargo (partly damaged), she was got off, and taken into Shoreham to be surveyed.	S. G.; L. L.; Dep.
-	-	-	-	-	Abandoned	At sea. Boarded off Cleanness by the pilot boat No. 9, of Grimsby, and taken into that port, derelict.	L. L.; Dep.; S. G.
-	-	-	-	6	Wrecked -	On Hasbro' Sand, at night - - -	S. G.
-	-	-	-	-	Stranded -	At Walmer, on the beach, after striking on the Goodwin Sands, at 4.30 a.m.; cause, "blowing a gale of wind; thick and hazy weather."—C. G. Return. She was got off after discharging, and towed to Ramsgate.	C. G.; S. G.
-	-	-	-	-	Leaky -	At sea. Put into Southampton, "and will discharge her cargo to undergo the necessary repairs."	S. G.
-	-	-	-	-	Wrecked -	On the Whiting Sand, by stress of weather. Crew saved by the "John and Mary" pilot cutter, of Aldbro'.	S. G.; C. G.; Dep.
150	-	200	-	-	Wrecked -	West Hartlepool, on the Middleton Sands, by stress of weather. She drove from her anchors. Crew saved by fishermen in a coble.	S. G.; C. G.
600	-	30	-	-	Wrecked -	West Hartlepool, half a mile south of, by stress of weather. Crew saved in own boat.	L. L.; S. G.; C. G.; Dep.
-	-	-	-	-	Abandoned	Off Holyhead, in collision with the "Gazetteer," at night. Towed into Liverpool in a sinking state, derelict. Crew saved.	S. G.; L. L.; Dep.; L. A.
-	-	-	-	-	Leaky -	At sea, by stress of weather; driven into Bridlington in distress, and had to discharge.	Dep.
-	-	-	-	-	Wrecked -	On the Kentish Knock; the hull parted asunder and sunk. Crew saved by the "Unity" lugger.	S. G.; L. L.
-	200	-	-	2	Sunk -	Off Flambro' Head, at night, in contact with the "Bertholly." The remainder saved in her long boat.	L. L.; S. G. C. G.; L. A.
-	-	-	-	-	Sunk -	Off Southend, in contact - - -	L. L.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854 :									
April - 27	Einna - - - -	-	-	-	- Shields to Constantinople.	- -	- North-erly.	6	- -
- 27	Ann and Jane, of Belfast	Sch. -	71	4	Belfast to Ayr	- - Not even ballast.	N. W.	6	Squally -
- 27	Ariadne - - - -	Sch. -	-	-	Norway to Isle of Man	- -	- North-erly.	7	- -
- 27	Mary - - - -	- -	-	-	Ardrossan - -	- -	North	7	- -
- 27	Heart of Oak - -	Sloop -	-	2	Amlwch to Preston	Oats -	- North-erly.	7	Squally -
- 27	Comet, of Whitby	- Sloop -	31	4	— to Whitby	- Limestone	North	10	Showery
- 28	Anna, of Leer - -	- -	-	-	Catania to Bremen -	Sulphur -	N. N. E.	9	- Squally, and rain.
- 28	Good Intent, of Hull	- Sloop -	-	-	Newcastle to London	- - Bricks and glass.	N. N. E.	10	- -
- 28	Adele, of Roscoff	- Brig -	102	6	Alicata to —	- Sulphur -	North	7	- Fine ; rather thick.
- 29	Favourite, of Bremen	- Barque	430	14	Bremen to Baltimore	- 191 passengers.	Westerly	8	- - Dark ; rainy.
- 29	Ronader, of Liverpool	- -	-	-	- - - -	- -	- -	-	- -
- 29	James David - -	Smack	-	3	Irvine to Belfast	- -	- North-westerly.	8	Rain -
- 29	Lady Charlotte, of Dublin	Steam-tug.	60 horse-power.	6	Whitehaven to Dublin	- -	N. W.	8	- -
- 30	Kaffir, of Sunderland	- Barque	-	11	- Sunderland to Carthagen.	- -	S. W.	4	- - Dark, cloudy, & showery.
- 30	Victory - - - -	- Screw steam-vessel.	-	-	Scattery - - -	- -	N. W.	-	- -
May - 1	Horatio, of Blyth	- Brig -	-	-	— to Havre	- Coals -	- -	-	- -
- 2	Syrian, of Sunderland	- Barque	-	-	Odessa to Limerick	- India corn	N. W.	8	- -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Missing	Knock Sand. Not having been heard of in June following, she is 'supposed to have been lost about this time, her boats, galley, and skylight having been passed on the 27th by the smack "Forget-me-not."	S. G.
600	No	-	-	-	Total wreck	Loch Ryan, near Finnard Point. She could not weather the land on either tack, having no ballast in the hold; and on letting go the anchor, she drove upon the rocks and went to pieces.	L. L.; S. G.; C. G.
-	-	-	-	-	Stranded	At Thurso, on the rocks, having parted her chains. Crew saved.	L. L.; S. G.
-	-	-	-	-	Stranded	In Zebra Channel. Towed into the Mersey in a sinking state, and laid on the bank off Birkenhead.	S. G.
-	-	-	-	-	Stranded	Near Southport, by driving on shore from stress of weather, and had to discharge.	S. G.; Dep.
200	No	6	-	-	Wrecked	Filey, half a mile south of the watch-house, from stress of weather, and becoming leaky. Crew saved by the life-boat.	C. G.
-	-	-	-	-	Sunk	Off Dover, after being in collision. Crew saved.	L. L.; S. G.
-	-	-	-	-	Sunk	Off Cromer about six miles, having sprung a leak, and been left by the crew in a gale of wind.	L. L.; S. G.; Dep.
-	-	-	-	2	Total wreck	At Isle Lihon, Guernsey. She struck on a rock near the Isle at night, and went to pieces. Crew took to the boat, which upset, and two were drowned. "Absence of a light on the west coast of Guernsey and the in-draught of the ebb tide were clearly the cause of this wreck. She had left Abervhrac the previous morning at 7 a.m.; she was lost at $\frac{1}{2}$ past 3 a.m. It was low water at $\frac{1}{4}$ to 1 a.m. A light on the Hanois is suggested."—Lloyd's Agent.	L. L.; S. G.; L. A.
-	-	-	-	109	Foundered	Off the Start, at night, in collision with the "Hasper," of Newburyport, which saved the captain, mate, carpenter, and three of the crew of the "Favourite." The remainder of the crew and all the passengers lost in the ship.	L. L.; S. G.
-	-	-	-	-	Abandoned	At sea. Was passed in lat. 51° N.; long. 15° W.	S. G.
-	-	-	-	2	Foundered	Off the Craig of Ailsa, in collision with the "Majestic," at night, and nothing seen of the vessel afterwards. A boy escaped by getting into the smack's boat.	S. G.; L. L.
-	-	-	-	-	Sunk	At sea, on her passage, about two hours after being struck by a heavy sea. Crew saved in own boat.	S. G.; L. L.; Dep.
-	-	-	-	-	Sunk	Off the South Foreland, in collision with a schooner at night. Crew saved by the "Princess Royal."	S. G.
-	-	-	-	-	Damaged	At sea, off Brandon, in her machinery, and leaky. Put back to Limerick to discharge and be docked.	S. G.; L. L.
-	-	-	-	-	Leaky	At sea. Put into Ramsgate, where her cargo was discharged and sold, and she returned to Blyth for repairs.	S. G.
-	-	-	-	-	Stranded	At Long Island, County Cork, on a mud bank, to prevent her sinking, after getting on a sunken rock at the west entrance of that sound, and had to discharge.	S. G.; L. L.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
May 2	Sultana - - -	-	-	-	- - Pernambuco to Frederickstadt.	Sugar -	- -	-	- -
- 3	Margaret, of Flint -	Sloop -	-	-	Holyhead to Dublin -	- -	- -	-	- -
- 5	Heinrich and Eduard, of —.	- -	-	-	Laguna to Hamburg	- -	- -	-	- -
- 5	John Hamilton, of Greenock.	Ship -	-	-	Glasgow to Quebec -	- Iron, and 27 passen- gers.	Westerly	10	- -
- 10	Horta, of — -	- -	-	-	Shields to Keil -	Coals -	- -	-	- -
- 12	Etienne, of Vannes -	Brig -	-	-	Llanelly to Libourne	Coals -	- - Nor- therly.	-	Cloudy -
- 13	Margaret, of — -	Brig -	-	-	Shields to Quebec -	- -	N. W.	7	Squally -
- 16	Harmony, of Weymouth	Sch. -	-	-	Bristol to Wells -	Stone -	N. E.	7	Fine -
- 16	Countess of Liverpool, of Newcastle.	Sch. -	-	-	Arklow to Newcastle	- -	Westerly	-	- -
- 17	Abeona, of Yarmouth -	Sch. -	62	3	Ostend to Yarmouth	Beans -	N. N. E.	-	Fine -
- 17	John Mitchell, of —	Ship -	-	-	Leith to Melbourne -	Coals, &c.	- - Nor- therly.	-	- -
- 18	Arctic, of New York -	- Steam ship.	-	130	- - Liverpool to New York.	- - Mail, general, and pas- sengers.	- - Nor- therly.	-	Fine -
- 21	Tourville, of France -	Barque	-	-	Cardiff to Malta -	Coals -	S. W.	7	Rainy -
- 23	A Scow - - -	- -	-	2	- - - -	- -	- -	-	- -
- 24	Fanny, of Tenby - -	- -	-	-	Llanelly to Tenby -	Coals -	S. W.	7	Rainy -
- 25	Eilberdina - - -	- -	-	-	- - Grangemouth to Stettin.	- -	- -	-	- -
- 27	Mary Wilkinson, of St. Mary, Isle of Man.	Smack	-	-	Belfast to Liverpool -	Scrap iron	S. W.	5	- -
- 27	Blossom, of Lynn -	Brig -	90	5	Seaham to Lynn -	Coals -	- -	0	Fine -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.			REMARKS.	
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Leaky	At sea. Put into Jersey, and had to discharge.	S. G. ; L. L.
-	-	-	-	-	Missing	She left Holyhead about 7 weeks from this date, and has not been heard of since.	S. G.
-	-	-	-	-	Damaged	At sea. Put into Cowes, and had to discharge.	S. G.
-	-	-	-	-	Damaged	At sea, by stress of weather. Put back to the Clyde very leaky, and had to discharge.	S. G.
-	-	-	-	-	Leaky	At sea. Put back to Shields, and had to discharge.	S. G. ; L. L.
-	-	-	-	-	Abandoned	Lundy Island, about 8 miles west of, and towed into Swansea derelict, by the steamer "Cornelia." This vessel was saved by men sent from the "Cornelia," the French captain refusing to have her towed, saying she was sinking. He, with his crew, went on board the "Cornelia;" after which, the mate and 3 men from the "Cornelia" took possession, baled out the water, and stopped the leak, which, to all appearances, the hole was cut purposely. S. G., 14 May.	S. G.
-	-	-	-	-	Leaky	At sea. Put into Stromness, and had to discharge.	S. G.
-	-	-	-	-	Stranded	Dungeness, on the west side of. Was run on shore at 1.30 a.m. in a sinking state, after being in collision with a schooner.	S. G.
-	-	-	-	-	Leaky	At sea. Was run on the beach at Kylerea, Isle of Skye, where she discharged 50 tons of her cargo.	L. L.
-	Yes	-	-	-	Leaky	Bill of Portland. By striking the rocks there, and put into Exmouth to discharge.	S. G. ; Dep.
-	-	-	-	-	Fire	At Leith. Was discovered to be on fire at night when loading for Melbourne, and sustained a serious amount of damage.	S. G.
-	-	-	-	-	Stranded	On Black Rock Ledge, near Carnsore Point, Wexford, at 2 a.m. Put back to Liverpool to be docked. Was repaired, and sailed again May 28th. N. B.—This ship on a succeeding voyage was sunk, after collision with the "Vesta" steam ship, about 65 miles N. E. by E. of Cape Race, on the 26th Sept., and of the crew and passengers (about 390 or 400), 108 were saved.—New York paper.	S. G. ; L. L.
-	-	-	-	-	Blew up	At sea, about 20 miles from Cardiff, by the cargo igniting, and put back to the Bute Docks very much damaged.	S. G.
-	-	-	-	1	Sunk	In the Clyde, near Bowling, in collision with the steam ship "Metropolitan," at night.	S. G.
-	-	-	-	-	Sunk	Saundersfoot Harbour, 3 miles east of. Crew saved.	L. L. ; S. G.
-	-	-	-	-	Leaky	At sea. Put back to Grangemouth, and had to discharge.	L. L.
-	-	-	-	-	Sunk	At sea, Maughold Head, Isle of Man, N. W. 15 miles. Crew saved in own boat.	L. L. ; S. G.
600	400 Lloyd's.	50	-	-	Foundered	Hartlepool, W. N. W. 7 miles. Sprung a leak, and went down in a few hours. Crew saved in own boat.	L. L. ; S. G. ; C. G. ; Dep.
(continued)							

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854 :									
May 28	Betsey, of Donaghadee	Lugger	14	2	- Belfast to Donaghadee.	General -	- -	0	Clear -
- 31	Lady Brisbane - -	Steamship.	-	-	Ayr to Glasgow -	- -	Easterly	-	Fine -
- 31	Europa, of London -	Governm ^t Transport Ship.	-	-	- - Plymouth to the Dardanelles.	Cavalry -	- -	-	- -
June 1	Lady Anne, of Sunderland.	- -	-	-	— to London -	- -	E.N.E.	-	Fine -
- 1	Unknown - - -	Brig -	-	-	- - - -	- -	N.E.	4	Fine -
- 1	Juvo, of Shields - -	- -	-	-	Shields to London -	- -	N.E.	4	Fine -
- 1	Stamfordham - -	- -	-	-	- - - -	- -	N.E.	4	Fine -
- 2	John and Jean, of Perth	Sch. -	72	4	Perth to Seaham -	Pit-props	N.N.E.	6	Cloudy -
- 2	Matilda, of Laurvig -	- -	-	-	Sunderland to Algiers	Coals -	N.E.	6	Dull -
- 2	Autumn, of Shields -	Brig -	194	7	Newcastle to London	Coals -	N.E.	8	Clear -
- 3	Nayade, of Memel -	Barque	550	13	Memel to Gloucester	- Timber, &c.	N.E.	7	Clear -
- 3	Robert and Ann, of Sunderland.	Brig -	191	7	Sunderland to London	Coals -	North	5	Fine -
- 4	Olive - - - -	- -	-	-	Sunderland to Dublin	- -	N.E.	5	Cloudy -
- 7	Swallow, of Shields -	Brig -	-	-	- - Shields to Cape Breton.	- -	North	10	Moderate
- 7	Sant Johannes - -	- -	-	-	- - - -	- -	N.N.E.	-	Fine -
- 9	Henderika, of Veendam	Sloop -	-	-	- St. David's to Roeskilde.	Coals -	N.E.	9	- -
- 11	Sea Bird, of Newry -	Brig -	153	6	Dublin to Ardrossan	Ballast -	S.S.W.	8	- - Thick, with rain.
- 11	Elizabeth, of Montrose	Sch.	-	-	Alloa to Oban -	Coals -	Westerly	-	Squally -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.			REMARKS.	
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Sunk	In Belfast Lough, below the Garmorle Stone Beacon, in contact with the "Laurel" steam-vessel. Crew saved.	S. G.; Dep.
-	-	-	-	-	Stranded	At Ayr, on the Nicholas Rock, on leaving the harbour, by getting sternway in winding. Was bilged and filled. The crew and passengers were landed. The vessel was floated, and assisted into port again on the 3d.	L. L.; S. G.
-	Yes	-	-	21	Fire	At sea. She caught fire below, burnt, and sunk; cause not ascertained. All saved except 21.	L. L.; S. G.
-	-	-	-	-	Wrecked	On the Swin Middle. Crew saved in own boat.	S. G.; L. L.
-	-	-	-	-	Abandoned	Newarp Sand; 6 miles E.N.E. of the Light Vessel. Seen by the "Heinrich III," dismantled and waterlogged.	S. G.
-	-	-	-	-	Wrecked	On the Gunfleet Sand. Crew saved by the "Auspicious."	L. L.; S. G.
-	-	-	-	-	Wrecked	Gunfleet Sand. Crew saved by the "Harrisons."	L. L.; S. G.
200	200 Dundee and Perth.	20 <i>l.</i> to 30 <i>l.</i>	-	-	Wrecked	At Seaham; about 30 yards south of the piers; "caused by the wind, baffling, and the swell on, by which she fell off and grounded; the steam-tug should have gone out."—C. G. Return.	C. G.; S. G.; L. L.; Dep.
-	-	-	-	-	Foundered	North Sea; 30 miles off the Lemon and Ower Sand. Crew saved by the "Creole."	L. L.; S. G.
-	Lloyd's.	-	-	-	Total wreck	Near Bacton, Norfolk. She sprung a leak at sea; was run on shore in a sinking state, and soon broke up, being a very old vessel (63 years). Crew saved by the Bacton life-boat.	C. G.; L. L.; S. G.
3,000	-	1,400	-	4	Stranded	On the Galloper Sand, and upset, by the deck raft falling over; getting into deep water, the master and three others were drowned; the remainder of the crew saved themselves on rafts, and were picked up by the smack "Seaflower." The hull was got into Rams-gate Harbour on the 10th June, bottom up.	L. L.; S. G.; C. G.
-	-	-	-	-	Stranded	Bridlington. Was run on shore in a sinking state. After discharging 80 tons of coals, the vessel was hove in between the piers, and the remains of cargo were discharged also. She was then towed back to Sunderland, considerably damaged.	L. L.; S. G.; Dep.
-	-	-	-	-	Leaky	At sea. Assisted into Lowestoft, and will discharge.	S. G.
-	-	-	-	-	Leaky	At sea. She sprung a leak in the Atlantic, from stress of weather. Put back to Taransa, I. of Harris, and had to discharge.	S. G.
-	-	-	-	-	Wrecked	Aldborough, coast of Yorkshire. The wreck came on shore and broke up, having been apparently some time under water.	L. L.
-	-	-	-	-	Leaky	At sea. Put into Berwick, and must discharge.	L. L.; S. G.; Dep.
300	Not	-	-	1	Stranded	Dundrum Bay, near St. John's Point. She was got off on the 6th July, very much damaged.	S. G.; L. L.; C. G.; Dep.
-	Montrose	-	-	-	Stranded	Pentland Firth, on the Skerries of Stroma. The hull, &c. was sold for 30 <i>l.</i> ; and on the 20th June she was got off, and towed into Wick.	L. L.; S. G.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
June 11	Welcome, of London -	Brig -	255	9	Sunderland to London	Coals -	S. W.	8	- -
- 12	Albion, of Macduff -	Sch. -	-	-	Liverpool to Banff -	Salt -	N. W.	6	Fine -
- 12	Railway King, of Liverpool.	Flat -	-	-	— to Liverpool -	- -	N. N. W.	6	Squally -
- 12	Rosebud - - -	Sch. -	137	-	- - Warkworth to Gravesend.	Coals -	W. N. W.	4	Fine -
- 13	Galeed, of Salcombe -	Smack	-	-	Cadiz to London -	- - -	- - -	-	- - -
- 14	Unknown - - -	Ship -	About 1,000	-	- - - - -	- - -	- - -	-	- - -
- 15	Gazelle - - -	Brig -	-	-	- - Charlestown, U. S., to Queenstown.	- - -	- - -	11	- -
- 15	Admiral Napier - -	Ship -	-	-	London to Madras -	- - -	- - -	-	- -
- 16	Daphne, of New Quay	Sch. -	73	5	Barrow to Newport -	Iron ore -	- - -	0	Clear -
- 17	Jane, of Fraserburgh -	Sch. -	54	5	Spey to Sunderland	- Railway sleepers.	N. E.	9	- - Thick rain.
- 17	Trekfulgen - - -	Sch. -	-	-	Wisbech to Dysart -	Ballast -	N. E.	9	- -
- 17	Eliza, of Bristol - -	Ship -	-	-	Bristol to Demerara	General -	W. S. W.	4	Cloudy -
- 23	Success, of Liverpool -	- - -	-	-	Liverpool to Galway	Coals, &c.	Variable	4	Rainy -
- 25	Martha, of Newport -	- - -	-	-	- - - - -	- - -	S. S. W.	7	Foggy -
- 25	Zenith, of Nantes -	Brig -	112	7	Cardiff to Bona -	Coals -	S. W.	10	- Stormy and foggy.
- 26	John and Mary - - -	- - -	-	-	Youghal to Cork -	- - -	S. W.	10	- -
- 26	Despatch, of Yarmouth	Sch. -	90	-	- - Liverpool to Rotterdam.	Salt -	S. W.	8	Clear -
- 26	Number One - - -	- - -	-	-	London to Geelong -	- - -	S. W.	9	Rainy -
- 26	Eole, of Nantes - -	Sch. -	74	5	Nantes to Swansea -	Ballast -	S. W.	10	- -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Wrecked	On the Newcome Sand, after getting on Sizewell Bank, and coming off leaky. Crew saved by a yawl.	L. L.; S. G.; Dep.
-	-	-	-	-	Sunk	At Liverpool, in Crosby Channel. The cargo (salt) dissolved. She floated again the next day, and was then towed on shore near Waterloo.	L. L.; S. G.; Dep.
-	-	-	-	-	Sunk	Near Liverpool. Crew saved	L. L.; S. G.
-	-	-	-	-	Stranded	Blyth, on the Sow and Pigs Rocks, at 3 p.m. Put into Shields. Had to discharge her cargo into another vessel, being unseaworthy in her present state.	L. L.; S. G.; Dep.
-	-	-	-	1	Damaged	River Thames, at anchor in Sea Reach. She was run into at 5 p.m. by the screw steam ship "Tynemouth," by which she was dismasted, and very much damaged in the hull, and her mate lost overboard.	S. G.
-	-	-	-	-	Abandoned	At sea; lat. 48 N., long. 23 W. Seen by the "Montreal," with large quantities of timber floating about her, apparently not long in the water.	S. G.
-	-	-	-	-	Leaky	At sea, by stress of weather. Was towed to Bristol in distress.	S. G.
-	-	-	-	-	Leaky	At sea. Put back to London, from off Beachy Head, to discharge and repair.	S. G.
-	-	-	-	-	Sunk	Ramsey Sound, after striking on the rocks at the north entrance of.	L. L.; L. A.
500	300	-	-	-	Wrecked	Seacliff, 6 miles west of Dunbar, by getting embayed on a lee shore, at 7 p.m. The C. G. Return "attributes this case to stress of weather and want of seamanship."	L. A.; L. L.; S. G.; C. G.
-	-	-	-	-	Stranded	Dysart, Firth of Forth, in attempting the harbour during a gale of wind, and much damaged.	S. G.
-	-	-	-	-	Stranded	Lavernock Point, quarter of a mile west of. Was got off, after throwing out part of cargo, and returned to Bristol, with damage, to repair. "This vessel went on shore by missing stays, with a pilot on board, at 11 a.m."—C. G. Return.	L. L.; S. G.; C. G.
-	-	-	-	-	Leaky	At sea. Put into Lough Foyle, in distress; and after being laid on the beach at Rathmullin, was taken to Londonderry, to discharge and repair.	L. L.; S. G.
-	-	-	-	-	Abandoned	Off Milford. Was boarded by fishermen, and taken into Milford, derelict.	Dep.
-	-	-	-	4	Wrecked	In Newton Bay, Porthcawl, at 4 p.m., by stress of weather. Lloyd's Agent writes, "A life-boat on this coast is much wanted."	L. L.; L. A.; S. G.; C. G.
-	-	-	-	-	Leaky	At sea. Put into Waterford, in a sinking state, to discharge.	S. G.
-	-	-	-	-	Sunk	In the Irish Channel, off the Skerries, Anglesea Island, at 3 p.m., after being in contact with the "Mary Carson." Crew saved in own boat.	L. L.; S. G.; Dep.; L. A.
-	-	-	-	-	Leaky	At sea. Put into Plymouth. Must discharge.	L. L.; S. G.
-	Yes	-	-	-	Stranded	Swansea, behind the east pier, in a gale of wind, at 4 h. 0 m., by stress of weather. Crew saved. Was got off July 8th.	L. L.; C. G.; S. G.

(continued)

Date.	NAME OF VESSEL.		Rig.	Tons.	Men.	From.	Cargo.	Wind.		Weather.
	Where Belonging.					Bound to.		Direction.	Force.	
	1.	2.				3.		4.	5.	
1854:										
June 26	May, of Runcorn	-	Flat	-	4	- - - -	- -	S. W.	8	- -
- 26	Gustave Irma, of Bayonne.	-	Brig	180	9	Cardiff to Athens	Coals	S. W.	10	Thick -
- 27	St. Paul, of Exeter	-	Sch.	-	-	Barrow to Newport	Iron ore	S. W.	6	- -
- 27	Rosa, of Venezuela	-	Barque	-	-	Porto Rico to London	Coffee	West	10	- -
- 7	Belinda, of Cardiff	-	Cutter	-	3	Falmouth to Cork	- - Lime-stone.	W. N. W.	10	- -
- 29	Harmony, of Roseheart	-	Sch.	56	4	- - Aberdeen to Sunderland.	Sleepers	N. E.	9	- - Thick, hazy.
- 29	Eliza - - -	-	Sloop	-	-	- - - -	Oats	N. N. E.	9	- -
- 29	Ellen, of Aberystwith	-	Sch.	-	-	- - Glasgow to Ulverstone.	Pig-iron	S. S. E.	10	- -
- 30	Ant, of Blyth	- -	Sch.	41	3	Blyth to Whitby	Coals	N. N. E.	7	Foggy -
- 30	William Wilberforce, of Ilfracombe.	-	Brig	167	8	Troon to Quebec	Coals	N. E.	7	- -
July 2	Novo Providenza, of Genoa.	-	Brig	194	11	Genoa to Troon	Ballast	South	4	Thick fog
- 3	La Providence, of Kernevel.	-	Chasse Marée.	74	6	Bas Indre to Cardiff	Ballast	South	6	- - Thick, foggy, and rainy.
- 4	John and Mary, of Liverpool.	-	Flat	-	-	Holyhead to Bangor	Ballast	W. N. W.	9	- -
- 4	Market Maid	- -	Smack	-	-	- Bridgwater to Barnstaple.	Bricks	West	7	- -
- 5	Emerald - - -	-	Sloop	33	4	- - Yarmouth to Plymouth.	Flour	W. S. W.	2	Fine -
- 6	—, of Lunnasting	-	Fishing boat.	-	6	Skerries - - -	- -	N. E.	7	- -
- 8	Thomas and Ann, of Sunderland.	-	-	-	-	- - Inverkeithing to —.	- -	N. N. E.	-	- -
- 8	Prevoyant, of Vannes	-	Lugger	79	6	Middlesbro' to Brest	Coals	N. N. E.	7	Clear -
- 8	Elizabeth and Jane, of Ipswich.	-	Brig	133	-	- - Sunderland to Ipswich.	Coals	N. N. E.	8	- -
- 9	Atlas - - -	-	Sch.	-	-	Dublin to Barrow	- -	N. N. E.	5	Fine -

Vessel.		Cargo.		Number of Lives. Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	3	Sunk	Off Rhyl, at night	L. L.; S. G.
1,750	No	-	-	-	Wrecked	Worms Head, by stress of weather. Crew saved.	L. L.; C. G.
-	-	-	-	1	Stranded	Liverpool, on the Great Burbo Bank	L. L.; S. G.
-	-	-	-	-	Leaky	At sea. Put into Padstow, with damage, and had to discharge the cargo in a damaged state.	S. G.; L. L.; Dep.
-	-	-	-	-	Abandoned	At sea, off the Bishop's Lighthouse, in a sinking state. Crew saved by a Swedish brig (the "Lieutenant Peterson"), in a very high sea, by throwing lines and hauling the crew on board.	S. G.
-	300 Aberdeen.	25	Not	-	Stranded	On Ross Sands, Holy Island, in a gale, with thick weather. Crew, stores, and materials saved. She was sold and got off July 31st, much damaged.	L. L.; S. G.; C. G.; Dep.
-	-	-	-	-	Stranded	Newport. She parted, and drove on shore on the rocks, bilged, and discharged her cargo damaged.	L. L.; S. G.
-	-	-	-	-	Stranded	Walney Island, where she beat heavily till high water. She was got off, considerably damaged, on the 1st July, and towed into Barrow.	S. G.
300	-	25	-	-	Wrecked	On Whitby Rock, by driving from her anchor when waiting for water to go into port. Crew saved.	L. L.; C. G.; S. G.
-	-	-	-	-	Leaky	At sea. Put into Dublin, and must discharge.	L. L.; Dep.
1,500	Yes	-	-	-	Stranded	Ardglass, on Ringford Point, at 10 a.m. She bilged, filled, and was dismantled; and finally condemned and sold by auction.	L. L.; S. G.; C. G.; Dep.
300	-	-	-	-	Total wreck	Scilly, on the S. E. part of St. Mary's, in a fog, at night. Crew saved. The hull was sold for 8 l.	L. L.; C. G.; S. G.; L. A.; Dep.
-	-	-	-	-	Stranded	Anglesea, near Carmel Head, considerably damaged. Was got off and towed to Holyhead, July 8th, for repair.	L. L.; S. G.
-	-	-	-	-	Sunk	Barnstaple Bay, four miles off Baggy Point, from springing a leak in a heavy sea. Crew saved in own boat.	L. L.; S. G.; Dep.
-	-	-	200 Lloyd's.	-	Stranded	North Foreland, on Foreness Rock. Was got off making much water, after discharging the cargo, which was damaged.	L. L.; S. G.; C. G.
-	-	-	-	4	Upset	Shetland, when going to the haaf fishing	S. G.
-	-	-	-	-	Wrecked	West Hartlepool, between the piers, after striking on the bar.	S. G.; L. L.
600	-	55	-	-	Wrecked	River Tees, on the South Garr, at 3. 30 p.m.; she went on shore when in tow by a steam-tug, not having a pilot on board.	L. L.; S. G.; C. G.
-	-	-	-	-	Abandoned	At sea, in a leaky state. She drifted on shore at Robin Hood's Bay, derelict. Crew saved by the "Samuel."	L. L.; S. G.
-	-	-	-	-	Wrecked	Anglesea, on the rocks at Kemmaes Bay. Crew saved.	S. G.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854 :									
July - 9	Isabella, supposed of Preston or Shields.	- -	400 or 500	-	Shields to N. America	- -	- -	-	- -
- 10	Glide, of Hartlepool -	Brig -	-	-	Hartlepool to London	- -	W. N. W.	6	Cloudy -
- 11	Elswick, of Newcastle -	Sch. -	92	-	- - Aarhus to Portsmouth.	Grain -	N. E.	8	- -
- 12	David Hoadley, of America.	Ship -	-	-	- - Antwerp to New York.	- -	North	-	Fine -
- 16	Saxon, of Liverpool -	Barque	359	14	- - Liverpool to Demerara.	General -	S. S. W.	-	- - Thick, and rainy.
- 16	Edinburgh Castle, of Jersey.	Sch. -	-	-	- - Portsmouth to Jersey.	Ballast -	S. W.	-	- -
- 18	Nicholaus, of Prussia -	Brig -	-	-	Memel to Limerick -	Timber -	S. W.	4	Fine -
- 18	Margaret and Mary, of Stranraer.	Smack	-	-	- - - -	Lime -	S. E.	-	- -
- 20	Content, of Dundalk -	Sch. -	-	-	Barrow to Llanelly -	Iron ore -	S. W.	8	- -
- 20	Flora, of Rothesay -	Sloop -	-	-	- - - -	- -	S. E.	-	- -
- 21	James Clark, of Belfast	Sch. -	-	-	- Liverpool to Helmsdale.	Salt -	S. E.	5	- -
- 22	Countess of Elgin, of Bo'ness.	Sch. -	14	2	Elie to Charleston -	Ballast -	Southerly	5	Hazy -
- 27	Pomona, of Holland -	Sch. -	-	-	- - Havana to Amsterdam.	- -	N. E.	5	Cloudy -
- 27	Betsey, of London -	Brig -	-	-	- - - -	- -	- -	-	- -
- 30	Tigress, of Wexford -	Sch. -	-	-	Wexford to Barrow -	Ballast -	S. W.	4	Foggy -
- 31	Francis and Louisa, of New York.	Barque	-	-	- - Newcastle to New York.	General -	East	-	Thick fog
Aug. - 1	Maria Cecilie, of —	Ship -	-	-	- - Havre to Guadeloupe.	- -	- -	-	- -
- 2	Sarah Huntley, of Sunderland.	Barque	333	13	Shields to Alexandria	Coals -	N. N. E.	4	- - Thick, rainy.
- 2	Oceanus, of Stettin -	Barque	221	11	Cardiff to the Baltic	Coals -	N. by E.	4	- Fine, but thick.

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. RE MARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.					
-	-	-	-	-	Abandoned	At sea; seen in lat. 51° N., long. 24° W., a dismasted wreck, by the "James Stewart," and "Sparkling Wave," which reported it on the 19th inst. at Liverpool.	L. L.; S. G.
-	-	-	-	-	Wrecked	Scroby Sand. Stranded by the strength of the tide; filled, and broke her back; crew and some stores saved.	L. L.; S. G.; Dep.
-	-	-	-	-	Leaky	At sea, from stress of weather; put into Bridlington; had to discharge.	S. G.; Dep.
-	-	-	-	-	Leaky	At sea; put into Southampton, and had to discharge.	S. G.; L. L.
-	-	-	-	-	Stranded	On the Kish Bank; at midnight, came off leaky; put into Kingstown, was surveyed, and with assistance of tug, &c., got back to Liverpool; had to discharge.	Dep.
-	-	-	-	-	Abandoned	Jersey, N. side, on the Ecrehourocks Rocks, at night, and much damaged; she was boarded, and got off the next day by fishermen, who towed her into Gorey harbour.	L. L.; S. G.
-	-	-	-	-	Damaged	Straits of Dover; in collision with the mail packet "Onyx," at night, which towed her into Dover, waterlogged, and her sides stove in; she had to discharge.	S. G.
-	-	-	-	-	Fire	Mid Channel, between Larne and Portpatrick, at night, and was abandoned by the crew.	L. L.; S. G.
-	-	-	-	-	Leaky	At sea; put into Belfast, having been struck by a heavy sea; must discharge.	L. L.; S. G.
-	-	-	-	-	Wrecked	Kilbrannon Sound, Cantyre, near Clonaig Burn, and in half an hour went to pieces; crew saved.	L. L.; S. G.
-	-	-	-	-	Stranded	Sinclair's Bay, near Wick, at night; crew saved. She was floated off August 11th, with considerable damage, and taken into Wick.	S. G.
100	No	-	-	-	Wrecked	Elie Harbour; on the rocks, a little east of, by getting foul of fishing nets, and a strong wind coming on with a heavy sea.	L. L.; C. G.; S. G.
-	-	-	-	-	Damaged	At sea; in collision; put into Weymouth to discharge and repair.	L. L.; S. G.
-	-	-	-	-	Abandoned	Off the Orkneys; was boarded about 8 miles to the northward of North Ronaldshay, and towed in derelict, waterlogged, dismasted, and having been stripped of everything except anchors and chains.	L. L.; S. G.
-	-	-	-	-	Stranded	Cymmeran, Carnarvon Bay, in a thick fog at night, and bilged; she was got off damaged.	S. G.; L. L.
-	-	-	-	-	Wrecked	Sanda Island, N. E. of Orkney, in a thick fog at midnight; part of cargo saved, damaged.	L. L.; S. G.
-	-	-	-	-	Damaged	At sea; in collision; put into Falmouth, and had to discharge.	S. G.
-	-	-	-	-	Stranded	Herd Sand, when proceeding to sea; she was got off after throwing about 100 tons of coals overboard, and brought into harbour leaky, to repair.	S. G.; Dep.
-	-	-	-	-	Wrecked	Goodwin Sands; "being unacquainted with the tides."	S. G.; L. L.; C. G.

(continued)

Date.		NAME OF VESSEL. Where Belonging.	Rig.	Tons.	Men.	From. Bound to.	Cargo.	Wind.		Weather.
								Direction.	Force.	
1.		2.	3.	4.	5.	6.	7.	8.	9.	10.
1854 :										
Aug.	4	Sovereign, of Fraserburgh.	Brig -	130	-	-- Grangemouth to Stettin.	Iron -	N.E.	10	- -
-	4	Myrtle - - -	Steam vessel.	-	-	-- Glasgow to Londonderry.	- General, and passengers.	- -	-	Hazy -
-	4	Sonne - - -	- -	-	-	Memel to Liverpool -	- -	- -	-	- -
-	4	Shandon, of Glasgow -	-- Iron ship.	589	24	Glasgow to Montreal	- General, & 31 passengers.	Northly.	-	Fine -
-	5	St. Agnes, of St. Agnes	Sch. -	-	-	Newport to St. Agnes	- - Coals and iron.	E.S.E.	-	- -
-	7	Ellen, of London -	Cutter	45	-	St. Malo to London -	- - Fruit, eggs, &c.	Southly.	4	Fine -
-	7	Betsey and Isabella, of Perth.	Sch. -	77	5	Tranborg to Leith -	Barley -	N. by E.	10	- -
-	9	Jessie, of Shields -	Barque	293	-	Cork to N. America	- -	- -	-	- -
-	11	Laurel, of Lancaster -	- Steam ship.	563	19	Belfast to Morecambe	General -	S.W.	-	Thick -
-	12	Williams, of Cardiff -	Smack	-	-	- Porthcawl to Gloucester.	- -	S.S.W.	8	Rain -
-	13	Der Kleine Fritz, of Prussia.	- -	-	-	Newport to Stettin -	- -	S.S.W.	5	Cloudy -
-	13	Blohm - - -	- -	-	-	-- Charleston to New York.	- -	- -	-	- -
-	16	James Stewart, of Hartlepool.	Brig -	214	-	-- Liverpool to Alexandria.	Coals -	W.S.W.	5	Clear -
-	17	Jupiter, of — - -	- Steam ship.	194	-	Hull to London -	- General, and passengers.	Westly.	5	- -
-	19	George and Eliza, of Milton.	- -	-	-	- - - -	- -	S.W.	-	Fine -
-	21	Prosperous, of Courtown	Smack	-	-	Dublin to Holyhead	Stone -	S.W.	5	- -
-	21	Advance, of London -	Sch. -	-	-	- - Queenstown to Chatham.	Provisions	S.W.	6	Rainy -
-	21	Martha, of Burntisland	Sloop -	36	3	Aberdeen - -	-- Bricks and machinery.	Variable	9	- -
-	22	Hippocampi, of London	Brig -	154	-	Newport to Malta -	Coals -	W.N.W.	9	- -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Leaky	At sea. Put back to Aberdeen, discharged, and was repaired. Reloaded and sailed again. Encountered adverse weather; threw overboard part of cargo, was partially dismasted by stress of weather, and put back to Bridlington Bay.	Dep.
-	-	-	-	-	Wrecked	Sound of Suada, by stranding on the Barron Rock, near Campbleton.	L. L.; S. G.
-	-	-	-	-	To tally lost	At sea. Crew saved, and landed at Dundee	S. G.; L. L.
Vessel and cargo valued at 80,000 <i>l</i> .				-	Fire	At sea, in lat. 54° N., long. 16° W. The cargo took fire, and baffled all endeavours to prevent the ship being completely burnt out; but being an iron vessel, the hull remained floating about for several days. Crew and passengers all saved by the "Countess of London," &c.	L. L.; S. G.; Col. Cus.
-	-	-	-	-	Sunk	Off the Holmes, Bristol Channel, after striking on the Wolves Rocks at 8.30 p.m. The crew had just time enough to escape in own boat.	L. L.; S. G.; Dep.
-	-	-	-	-	Abandoned	Off Lulworth, in a sinking state. Taken into Weymouth derelict, by pilots.	L. L.; S. G.; Dep.
-	-	-	-	-	Leaky	At sea. Put into Hartlepool, from stress of weather, in a sinking state. The crew exhausted by pumping and baling.	Dep.
-	-	-	-	-	Missing	She had not been heard of at this date, having sailed from Cork in April last.	S. G.
-	-	-	-	-	Stranded	Morecambe Bay, on the Mort Bank, at 4.45 a.m.; bilged and filled the engine-room, after hold, and cabin. Run on the ground, repaired the bottom in a temporary manner, and proceeded to Belfast to get repaired on the patent slip.	Dep.
-	-	-	-	-	Foundered	Off the Nash Lights. Crew saved	L. L.; S. G.
-	-	-	-	-	Leaky	At sea. Put back, and was towed to Bristol to be docked.	S. G.
-	-	-	-	-	Leaky	At sea. Put into Falmouth. Had to discharge.	S. G.
-	-	-	-	-	Leaky	At sea. Put back to Liverpool damaged and leaky, from collision with the "John Cumming," off Orm Head, at night.	Dep.
-	-	-	-	-	Sunk	Off the Hebblesfloat, in the Humber. In contact with the "Swanland" (s.) at 3 a.m. Crew and passengers saved. She was raised and laid on shore September 7th.	L. L.; S. G.
-	-	-	-	-	Sunk	In the Swin. By collision at night, near the "Middle" Light Vessel. Crew saved.	S. G.
-	-	-	-	-	Sunk	Dublin, near the Pigeon House, in collision with the "Hibernia" (s.)	L. L.
-	-	-	-	-	Leaky	At sea. Put into Plymouth. Must discharge.	S. G.; L. L.
-	-	-	-	-	Sunk	Sinclair's Bay, off Freswick, in a gale of wind. Crew saved in own boat, and by the "Ariel."	L. L.; S. G.
-	-	-	-	-	Leaky	At sea. Put back to Milford, after striking on the rocks in Angle Bay. Had to discharge.	L. L.; S. G.; Dep.

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
Aug. - 23	Ann Bryan, of London	Sch. -	57	3	London to Glasgow -	Saltpetre -	S.W.	9	- - Hazy, with rain.
- 23	Cygnets, of Yarmouth -	Brig -	-	-	- - Rotterdam to New- castle.	Manganese -	-	-	- -
- 24	Betsey, of London -	Brig. -	-	-	- - - -	- -	N.W.	9	- -
- 25	Georges, of Dunkirk -	Sch. -	-	-	Newcastle to Oran -	- -	N.N.E.	7	- -
- 26	Johanna Maria, of Sweden.	Sch. -	-	-	- - - -	- -	-	-	- -
- 26	Juno, of Shields -	Brig -	-	10	Dantzic to Dover -	Timber -	-	-	- -
- 27	Egham - - -	Brig -	-	-	Shields to Malaga -	- -	-	-	- -
- 28	Margaret - - -	Trawler	-	3	- - - -	- -	West	5	- -
- 28	Lucie, of Oldbury -	Galliot	-	-	Cardiff to Bremen -	Coals -	N.E.	4	- -
- 28	Pumgustuck, of — -	Ship -	-	-	- - Bristol to New York.	- General & passengers.	-	-	- -
- 29	Minerva - - -	Steam ship.	-	-	Liverpool to Cork -	- General & passengers.	-	-	- - Thick fog.
- 29	Mary Caroline, of Liver- pool.	Ship -	-	-	- - - -	- -	-	-	- -
- 31	Mariane, of Prussia -	- -	-	-	Pembroke to Dantzic	- -	Northerly	5	Fine -
Sept. - 1	Ariel, of London -	Smack	-	-	- - - -	Fish -	-	-	Fine -
- 2	Four Sisters, of Sunder- land.	Barque	-	-	- - St. John's, N. B., to Hull.	- -	-	-	- -
- 5	Unknown - - -	Sloop	-	-	- - Cardiff to Bridge- water.	- -	Easterly	4	Fine -
- 5	Eclipse - - -	Steam vessel.	-	-	- - - -	Passengers	-	-	Clear -
- 9	Unknown - - -	- -	About 400	-	- - - -	Timber -	-	-	- -
- 11	Hillechina, of Holland	Sch. -	-	4	Cardiff - - -	- -	-	0	- -
- 12	Fanny, of Greenock -	Smack	27	3	— to Glasgow -	Kelp -	S.W.	6	- - Cloudy, with rain.
- 13	Emma - - -	- -	-	-	Aberdour to Rostock	Coals -	S.W.	7	Cloudy -
- 13	Maid of Lorn - -	Steam- packet.	-	-	- - The Clyde to In- verness.	- -	S.W.	6	Rainy -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
500	No	-	-	-	Total wreck	Fern Islands, by stranding on the Nave- stone Rock, from stress of weather. Crew saved in own boat.	L. L.; C. G.; Dep.
500	-	-	-	-	Leaky	Put into Yarmouth to discharge, having been on shore.	L. L.
-	-	-	-	-	Wrecked	North Ronaldsha, Orkney, by stress of weather.	S. G.
-	-	-	-	-	Stranded	Newcome Sand; put into Lowestoft, da- maged; had to discharge.	L. L.; S. G.
-	-	-	-	-	Abandoned	North Sea - - - - -	S. G.
-	-	-	-	-	Abandoned	At sea, lat. 56 N., long. 5 E., on her beam ends, and full of water. Crew saved by the "Benedictus."	L. L.; S. G.
-	-	-	-	-	Leaky	At sea; put into Cowes; was surveyed, and had to discharge.	S. G.
-	-	-	-	-	Sunk	Donegal Bay, in collision with the "Black." Crew saved.	S. G.
-	-	-	-	-	Wrecked	Nash Sands; at night - - - -	L. L.
-	-	-	-	-	Abandoned	At sea, lat. 48 N. long. 25 W., having sprung a leak. Crew and passengers saved.	L. L.; S. G.
-	-	-	-	-	Wrecked	On Victoria Rock, near the Skerries, Holy- head, by running in a thick fog, at 7.40 p. m. Crew and passengers saved in own boats.	L. L.; S. G.; Dep.
-	-	-	-	-	Abandoned	At sea; waterlogged, and partially di- masted. Seen by the "Leander" on the 29th, and by the "Kingston" on the 30th August, in lat. 49 N., long. 25 W.	L. L.; S. G.
-	-	-	-	2	Sunk	Off the Land's End, in collision with the "Minerva," of Bremen.	L. L.
-	-	-	-	-	Total wreck	Orkney, by stranding on the west side of Isle Switha, in a calm. Crew saved.	L. L.; S. G.; L. A.
-	-	-	-	-	Abandoned	At sea, in lat. 49 N., long. 33 W.; leaky and unmanageable.	L. L.
-	-	-	-	-	Foundered	Steep Holmes bearing S. W., Flat Holmes N. W. by W. Crew saved by W. Reed, Bristol pilot.	L. L.; S. G.; Sept. 12.
2,000 or 3,000	Not	-	-	-	Wrecked	Gantock Rocks, off Dunoon, Firth of Clyde, "by running at full speed on the rocks in clear daylight." All saved; she was in a pilot's charge.	S. G.; L. L.
-	-	-	-	-	Abandoned	At sea; seen by the "Richard Cobden" in lat. 50 N., long. 14 W.; a floating wreck was seen in this vicinity subsequently, by the "Lavinia," and by the "Harriet Wade."	L. L.; S. G.
-	-	-	-	1	Foundered	Off Cardiff, by springing a leak - -	S. G.
12	Not	160	Yes	-	Wrecked	Near Dunaff Head, Donegal; abandoned and sunk, having sprung a leak at sea. "The vessel was 50 years old and completely rot- ten."—C. G. Return.	C. G.; L. L.; S. G.
-	-	-	-	-	Sunk	Isle of May, about eight miles from, at night. Crew saved.	S. G.
-	-	-	-	-	Sunk	Crinan, about one mile from, in the Crinan Canal, after striking on a rock.	S. G.; L. L.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
Sept. 13	Providence, of Goole -	Billyboy	-	4	Middlesbro' to —	Coals -	S. W.	6	Dark -
- 13	Janet and Mary -	Lugger	12	4	-- Wymess to Cellar- dyke.	Coals -	S. S. W.	7	Cloudy -
- 13	Caja, of Marlinolichy -	Brig -	-	9	- - Cardiff to Con- stantinople.	Coals -	Westerly	5	Fair -
- 14	Robert Alexander Park, of Belfast.	Barque	-	-	Quebec to —	- -	- -	-	- -
- 15	Rival, of Belfast	Brig -	-	-	Glasgow to Genoa -	Iron -	W. S. W.	10	- -
- 16	George, of Liverpool	Brig -	-	-	Liverpool to Quebec	- - Coals and iron.	W. S. W.	10	- -
- 16	John, of Hartlepool	Barque	-	-	Quebec to Grimsby -	- -	- -	-	- -
- 17	Dove, of Liverpool	- -	-	-	Havana to Glasgow -	Sugar, &c.	S. W.	10	- -
- 17	Oceanus, of Christian- sund.	Barque	450	17	- - Queenstown to Amsterdam.	Rice -	W. S. W.	7	- - Thick, hazy, and very dark.
- 18	Elida, of Arendal	Brig -	-	-	Arendal to Liverpool	- -	W. N. W.	10	- -
- 20	Meggy, of Shields	- -	-	-	- - Shields to Con- stantinople.	Coals -	Westerly	7	Cloudy -
- 20	Stornoway, of Boston	Ship -	-	-	- - St. John's, N. B., to Dublin.	Deals -	W. N. W.	7	Thick -
- 21	Diana - - -	- -	-	-	Liverpool to Africa -	- -	N. W.	8	- -
- 22	Lady Ann, of Blyth	Brig -	-	-	Blyth to Boulogne -	- -	N. W.	4	- -
- 23	Eliza, of Selby -	- -	-	-	- - - -	- -	N. W.	4	Fine -
- 28	Four Sisters, of Sunder- land.	Barque	-	-	- - St. John's, N. B., to Hull.	Timber -	- -	-	- -
- 29	Robert and Alice	Sloop -	-	-	- - - -	Herrings	N. W.	6	- - Dark; squally.
- 29	Ocean Queen, of —	- -	-	-	Bristol to Quebec -	- -	- -	-	- -
- 29	Old Hickory, of Boston, U. S.	Ship -	-	-	Shields to Calcutta -	Coals -	- -	-	- -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Foundered	Off Robin Hood's Bay, from collision with the "Adventure" of Sunderland, at night. Crew saved in own boat, and by the "Sophia."	L. L.; S. G.
27	Not	-	Not	-	Stranded	Elie Bay, Fife. The C. G. Return attributes this casualty to want of skill, or negligence.	C. G.
-	-	-	-	-	Foundered	Off Porteynon, Glamorganshire, having sprung a leak, and being very old. Crew saved in own boat.	C. G.
-	-	-	-	-	Abandoned	At sea. She was seen waterlogged, and breaking up in lat. 48 N., long. 36 W., by the "Cosmo," which rescued the crew; and again by the "Sarah," in lat. 47, long. 30; again in lat. 48, long. 24, by the "Nereid," which boarded her.	L. L.; S. G.
-	-	-	-	-	Foundered	Off the Tuskar, having sprung a leak at sea, from stress of weather. Crew saved in own boat.	S. G.; L. L.
-	-	-	-	-	Leaky	At sea. Put back to Londonderry to discharge and repair, with part of cargo thrown overboard.	S. G.; L. L.
-	-	-	-	-	Leaky	At sea. Put into Lerwick, and had to discharge.	L. L.
-	-	-	-	-	Wrecked	Off Skinburness, Solway Firth, by stranding on the Silloth Bank, in a gale of wind.	L. L.; S. G.
-	-	-	-	1	Sunk	Off the Start. In collision at night, with a ship unknown. Crew saved in own boats. The Start Light bore N. W. about 16 miles.	L. L.; S. G.
-	-	-	-	-	Stranded	At Flota, South Orkney, by stress of weather. Was got off with much damage; dismantled and waterlogged.	L. L.; S. G.
-	-	-	-	-	Stranded	Shipwash Sand. Put into the Thames leaky. Discharged cargo at London, and returned to the Tyne for repair.	S. G.; L. L.
-	-	-	-	5	Wrecked	Paru Bweh Causeway, near Aberdovey, at 7 a. m. Five men were lost by the upsetting of a boat when employed landing stores from the wreck.	L. L.; S. G.
-	-	-	-	-	Stranded	At Southport, on sailing from Liverpool; bilged and dismantled. Crew saved by the life-boat.	L. L.; S. G.
-	-	-	-	-	Sunk	In the Downs. Supposed to have been run down by a steamer, at midnight.	S. G.
-	-	-	-	3	Sunk	Near the Gunfleet Sand, in collision with the "Clara," which received considerable damage.	L. L.; S. G.
-	-	-	-	-	Abandoned	At sea, in lat. 49 N., long. 32 W., leaky and unmanageable. Crew saved by the "Empire State."	S. G.
-	-	-	-	3 sup.	Total wreck	Orkney, by stranding on the Rock of Braga, at the entrance of Hoy Sound, at 7 p. m. All lost.	S. G.
-	-	-	-	-	Leaky	At sea. Put back from long. 31 West to Bidford. Was surveyed, and had to discharge.	L. L.; S. G.
-	-	-	-	-	Leaky	At sea. This ship grounded on the bar, when leaving the Tyne, but proceeded, after being surveyed, and was compelled to put into the Thames, to be docked at Blackwall.	S. G.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
Sept. - 30	Ruby, of Preston -	Sch. -	-	-	Fleetwood to Newry	Coals -	Southerly	-	- -
- 30	Betsey, of Conway -	Sloop -	24	2	- Llandudno to Liverpool.	Fire clay	S.E.	8	Squally -
Oct. - 2	Emmet, of ——— -	Lighter	-	4	Kirkcaldy to Glasgow	- -	North	8	Fine -
- 3	Mary, of Greenock -	Sloop -	-	-	Orkney to ——— -	Herrings	W.N.W.	7	- -
- 3	Jeune Daniel Aimée, of Nantes.	- -	-	-	Newcastle to Nantes	- -	N.W.	7	Cloudy -
- 3	Ariel, of ——— -	- -	-	-	Barrow to Cardiff -	- -	- -	-	- -
- 3	Endeavour, of Holyhead	Sloop -	-	-	Glasgow to Saltney -	Iron -	North	10	- -
- 3	Laura Ann - -	- -	-	-	- - Liverpool to Carnarvon.	- -	North	10	- -
- 3	Isabella, of Ramsey -	Smack	45	5	- Bridgewater to Preston.	Bricks -	N.W.	9	Squally -
- 3	Isabella, of Blyth -	Brig -	194	8	Blyth to London -	Coals -	West	5	Clear -
- 3	Elizabeth, of Spey -	Sloop -	33	4	- - Grangemouth to Port Gordon.	Coals -	N.N.E.	9	- - Dark, stormy -
- 3	Toronto, of Glasgow -	- -	513	-	- - Liverpool to Montreal.	General -	N.W.	10	- -
- 5	Ebenezer, of Yarmouth	Sch. -	117	-	- Rotterdam to Newcastle.	- - Manganese and hoops.	N.W.	8	- -
- 5	Unknown - -	Sch. -	-	-	- - - -	- -	- -	-	- -
- 6	Perseverance, of Lynn	- -	-	-	- - - -	Muscles	- -	-	- -
- 6	Hope, of Whitby -	Sch. -	71	5	Hartlepool to Deal -	Coals -	N.E.	9	- - Thick with rain.
- 6	Ellen and Mary, of Cardigan.	Sch. -	78	-	Barrow to Cardiff -	Iron ore -	N.E.	4	Hazy -
- 6	Active, of Dublin -	Sloop -	-	-	Liverpool to Dublin	Coals -	N.E.	7	Clear -
- 6	Emerald - -	Smack	44	4	Cork to Aberystwith	Limestone	N.N.E.	7	Clear -
- 7	Dronningen, of Christiana.	Brig -	180	8	Drobeck to London -	Timber -	E. by N.	9	Cloudy -
- 8	Le. Pilote, of Nantes -	Lugger	72	6	Rouen to Blyth -	Ballast -	S.E.	8	Clear -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Stranded	Isle of Man, on the rocks in Port St. Mary's Bay; threw overboard about 30 tons of coals and was got off, and into Port St. Mary's, with damage to keel and bilged.	S. G.
-	-	-	-	-	Stranded	In Llandrillo Bay, "the vessel being in bad order and leaky when she sailed."	Rec.
-	-	-	-	4	Sunk	Firth of Forth, off Kinghorn at night, from stress of weather.	L. L.
-	-	-	-	-	Stranded	Whitniness Head, near Nairn; where she was damaged and sold for 80 £.	L. L.; S. G.
-	-	-	-	-	Leaky	At sea, after stranding on the Newcome Sand; put into Lowestoft; had to discharge.	L. L.
-	-	-	-	-	Leaky	At sea, put into Holyhead, was surveyed and had to discharge.	L. L.
-	-	-	-	-	Wrecked	Abergele, off Rhyl, from stress of weather. Crew saved by the Rhyl life-boat.	L. L.; S. G.
-	-	-	-	-	Foundered	Off Liverpool, 10 miles from the N. W. light-ship. Crew saved in own boat.	L. L.; S. G.
-	-	-	-	-	Sunk	On the Horse Bank, mouth of the Ribble, at daybreak, by stress of weather. Crew saved by the Lytham life-boat.	L. L.; S. G.; Dep. Rec.
400	1,200 supposed.	122	-	-	Sunk	Between the Shipwash and Bawdsey Sands, in contact with another vessel at 5 a. m. Crew saved in the long boat.	L. L.; L. A.; S. G.; Dep.
250	Not	50	Not	-	Stranded	Cullen Bay, near Banff, by stress of weather.	C. G.
-	-	-	-	-	Damaged	At sea, by stress of weather. Put back to Liverpool completely disabled; discharged cargo to repair.	Dep.
-	-	-	-	-	Sunk	River Tyne, at the entrance of, after striking on the bar. She was in a very leaky state, and obliged to run for a port. Crew saved.	L. L.; S. G.; Dep.
-	-	-	-	-	Foundered	Flambro' Head N. E. by E. 14 miles. Seen to upset and go down by the "Cynthia."	L. L.
-	-	-	-	-	Abandoned	In the North Sea, was boarded by salvors, 12 miles S. E. of Bridlington, and taken in derelict.	S. G.
400	300	10	Not	-	Wrecked	At Deal, on the beach, by a gale coming on suddenly while discharging her cargo. Crew saved.	C. G.; L. L.
-	-	-	-	-	Sunk	In Broad Sound, near Milford, in collision at night, with the "South Pictou." Which saved the crew.	L. L.; S. G.; Dep.
-	-	-	-	-	Sunk	In the Menai Straits, after striking on Dutchman's Bank. "This vessel had no charts, and the master could neither read or write."—Lloyd's Agent. Crew saved.	L. L.; L. A.
-	Yes	-	No	-	Stranded	Cork Harbour, west side of entrance to, at the east point of Church Bay, by missing stays.	C. G.
-	-	180	-	-	Total wreck	Corton Sand, at 7 p. m., "by stress of weather, and mistaking the light." Crew saved by the Pakefield life-boat.	L. L.; S. G.; Dep.; C. G.
550	Yes	-	-	-	Stranded	Blyth, on Seaton sea rocks, much damaged; her getting off again doubtful.	S. G.; C. G.

(continued)

Date.	NAME OF VESSEL.		Rig.	Tons.	Men.	From.	Cargo.	Wind.		Weather.
	Where Belonging.					Bound to.		Direction.	Force.	
1.	2.		3.	4.	5.	6.	7.	8.	9.	10.
1854 :										
Oct. - 8	Vine, of Sunderland	-	Brig	-	-	- - - -	- -	- -	-	- -
- 8	Jean Key	- - -	-	-	-	- Rio Janeiro to Antwerp.	- -	- -	-	- -
- 8	Eagle, of St. Ives	-	Lugger	20	-	Dublin to St. Ives	Potatoes	E.S.E.	10	- -
- 9	Gazelle, of Shields	-	Brig	311	11	Quebec to London	Timber	E.N.E.	10	- -
- 9	Annabell, of Poole	-	Brig	-	-	- - - -	- -	- -	-	- -
- 9	Unknown	- - -	-	300 or 400	-	- - - -	- -	- -	-	- -
- 11	Æolus	- - -	Brig	-	-	- Arendahl to Paimbœuf.	- -	- -	-	- -
- 13	Millert, of Nairn	-	-	-	-	- - - -	Lime	Westerly	6	- -
- 13	Walter R. Jones, of Philadelphia.	-	-	-	14	- - Newcastle to Philadelphia.	-	N.W.	4	Fine -
- 13	Najaden	- - -	-	-	-	Leith to Coquimbo	- -	-	-	- -
- 13	Ajax, of London	- - -	- Iron steamship.	591	31	London to Cork	- General, and passengers.	W.N.W.	2	Fine -
- 14	Unknown	- - -	-	350	-	- - - -	Timber	- -	-	- -
- 14	Louisa, of Bristol	-	Barque	442	-	Quebec to Barnstaple	Timber	W.N.W.	-	- -
- 14	Richard and Mary, of Newport, Pembroke.	-	Smack	18	-	Milford to Newport	Limestone	N.E.	10	- -
- 15	Emma Tully	- -	Barque	-	-	Quebec to Sunderland	Timber	- -	11	Stormy -
- 17	Henry, of Boston	-	Sloop	50	3	London to Newcastle	Coke	N.E.	10	Squally -
- 17	Prince Albert	- -	Smack	20	2	Liverpool to Wicklow	- - Coals and salt.	N.N.E.	10	Thick -
- 17	Hazard, of London	-	Sch.	-	-	Middlesbro' to -	Cast-iron	N.W.	3	- - Thick, rainy.
- 17	Sicilia	- - -	- Screw steam-vessel.	-	-	Palermo to Liverpool	- -	- -	-	- -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. RE MARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Abandoned	At sea, 50 miles N.W. of Scilly, in a sinking state. Crew saved by the Dutch schooner "Marinus and Gurtruida."	L. L.; S. G.
-	-	-	-	-	Leaky	At sea. Put into Plymouth. Must discharge.	S. G.; L. L.
-	-	-	-	1	Stranded	St. Ives, on Porthminster Rocks, by missing stays, at night. Was got off, and floated in, almost a wreck.	S. G.
-	-	-	-	-	Abandoned	At sea, in lat. 48 N., long. 16 W., waterlogged, from stress of weather. Crew saved by the "Ophelia."	L. L.; S. G.; Dep.
-	-	-	-	-	Damaged	At sea, from collision. Put into Grimsby, was repaired, and reloaded,	
-	-	-	-	-	Abandoned	At sea. Seen, bottom up, in lat. 50 N., long. 22 W., with a quantity of deals floating about her, by the "Liberal."	L. L.
-	-	-	-	-	Leaky	At sea. Put into Grimsby, from stress of weather. Must discharge.	L. L.; S. G.
-	-	-	-	-	Fire	At sea. She ran into Aberdeen, her cargo having taken fire, and burnt to the water's edge.	S. G.
-	-	-	-	-	Wrecked	On the Sunk Sand, at 3.50 a.m.; a pilot on board—It was high water; on the ebb, the ship began to leak; on the next, flood a heavy sea came on, the ship filled, and was abandoned. Some of the stores, &c. were saved by smacks.	L. L.; S. G.
-	-	-	-	-	Leaky	At sea. Put into Plymouth. Must discharge.	L. L.
30,000	Yes	10,600	-	-	Total wreck	Mew Stone, 150 yards S.W. of, at 4.30 p.m. This vessel, with nearly 300 persons on board, was run on shore, in broad daylight, fine weather, and the sea perfectly smooth. The coast guard report says, "it was either done purposely or else from most culpable negligence." The same commander lost the "Minerva" steam-ship in August last.	L. L.; S. G.; C. G.; L. A.
-	-	-	-	-	Abandoned	At sea. The hull drove on shore on Isle Tyree, Hebrides, and broke up.	L. L.
-	-	-	-	-	Stranded	Barnstaple, on the rocks off the Lighthouse, in charge of a pilot, at night. Discharged a part of cargo, and was got off, with much damage.	L. L.; S. G.; Dep.
-	-	-	-	-	Sunk	Newport, Pembrokeshire, after stranding on the bar and on the rocks, from stress of weather. She was raised in November, and brought to the beach, a total wreck.	L. L.; Dep.; S. G.
-	-	-	-	2	Damaged	At sea, by stress of weather. Put into Waterford, waterlogged and disabled, to repair. Two men washed overboard in the gale at sea.	Dep.
300	500	-	-	-	Stranded	Hartlepool, on the beach, by stress of weather, at 8 a.m. Crew saved.	C. G.; Dep.
-	Not	-	Not	-	Wrecked	Amlwch, on the rocks, when running for the harbour, at night, the breakwater baulks being down. Crew saved.	L. L.; S. G.; L. A.
-	-	-	-	-	Leaky	At sea. Got into Harwich, with assistance. Had to discharge.	L. L.; Dep.
-	-	-	-	-	Abandoned	At sea, in lat. 50 N., long. 20 W., having sprung a leak. Crew saved by the "Francisco."	L. L.; S. G.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
Oct. 17	Elizabeth and Ann, of Dublin.	Sch. -	-	-	- - - -	Ballast -	Easterly	6	- -
- 17	Ann Guthrie, of Grimsby	Sch. -	85	4	Rye to Fisherrow -	Bark -	N. N. E.	10	- Squally, with rain.
- 17	Ambrosia, of Endival -	Sch. -	84	7	Gothenburg to Hull	- - Deals and iron.	N. E.	10	- -
- 17	Eliza and Mary, of Goole.	Billyboy sch.	71	5	Newcastle - -	Wheat -	N. E.	11	- - Thick, with rain.
- 17	Corsair, of Sunderland	Brig -	231	7	Hull to Sunderland -	Ballast -	N. E.	10	- -
- 18	Mary, of Whitehaven -	Brig -	-	-	- Quebec to Harrington.	Timber -	N. E.	10	- -
- 18	Speedwell, of Nevin -	Sloop -	-	-	- - - -	- -	N. N. E.	10	Rainy -
- 18	Not known - -	- -	-	-	- - - -	- -	N. N. E.	10	Rainy -
- 18	Margaret, of Aberystwith.	Sch. -	-	-	- - - -	- -	N. N. E.	10	- -
- 18	Albion, of Liverpool -	Sch. -	-	3	- - Liverpool to Port Madoc.	Coals -	E. N. E.	10	- -
- 18	Lady Ann, of Workington.	Brig ^{no} .	53	3	- - Workington to Drogheda.	Coals -	E. N. E.	10	Clear -
- 18	Gipsy, of Arbroath -	Sloop -	52	4	- - Arbroath to Sunderland.	- Ballast and casks.	N. E.	10	Rainy -
- 18	Currier, of Selby -	Sloop -	-	3	London to Newcastle	- Rags and broken glass.	N. E.	10	- -
- 18	Tanner, of Whitby -	Brig	215	8	- - Rochester to Hartlepool.	Ballast -	N. E.	10	- -
- 18	Brilliant of Preston -	Sch. -	-	-	- - Whitehaven to Glasgow.	- -	N. E.	10	- -
- 18	Iris, of Newport, Mon.	Brig ^{no} .	143	6	Newport to Liverpool	Coals -	N. N. E.	10	Clear -
- 18	Queen of Trumps, of Aberystwith.	Smack	33	-	Penrynder to — -	Ironstone	N. N. E.	10	- -
- 18	Robust, of Aberystwith	Sloop -	25	-	- Aberdovey to Newport.	Slates -	N. N. E.	10	- -
- 18	Happy Return, of Filey	Fishing lugger.	-	-	- - - -	- -	N. E.	10	- -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Abandoned	Arklow Bay. She parted from her anchors, and drifted to sea; on the 21st, she drove on shore, five miles west of Cardigan Bay, derelict; she was got off on the 27th, greatly damaged, and full of water.	L. L.; S. G.
600	450	520	Yes	-	Wrecked	The back of Leith Pier, by stress of weather, at noon. Crew saved.	L. L.; C. G.
-	-	-	-	-	Total wreck	Cleethorpes Sands, through stress of weather. She parted from her anchors. Crew saved. Her remains were sold for 6 <i>l.</i> 10 <i>s.</i>	L. L.; C. G.
500	450	-	-	5	Wrecked	Goswick Sand Ridge. Drove into Berwick Bay by force of the gale, and foundered in the night.	L. L.; S. G. C. G.
-	-	-	-	-	Stranded	West Hartlepool, south of the pier, by stress of weather. Scuttled, and much damaged.	S. G.; Dep.
-	-	-	-	-	Stranded	Maughold Head, I. of Man, five miles west of, by stress of weather. Was towed into Ramsay, a wreck, October 21st.	L. L.; S. G.
-	-	-	-	3 sup- posed.	Foundered	Off the West Mouse, Anglesea. Seen to go down soon after carrying away her mast, which came on shore, and also her boat, at Wylfa, near Cemaes.	L. L.
-	-	-	-	3 sup- posed.	Foundered	Amlwch, 3 miles N.N.W. of, at 10 a. m., from stress of weather.	S. G.
-	-	-	-	3	Foundered	Fishguard, one mile and half off the battery, when running for the harbour, at 8.30 a. m., in a heavy gale. All lost.	L. L., S. G.
-	-	-	-	2	Total wreck	Holyhead, by running against the piles of the breakwater, about midnight, in an effort to get into the harbour.	L. L.; S. G.; Dep.
80	200	12	-	-	Stranded	Drogheda, south of the bar. She was got off, after discharging the greater part of cargo, on the 22d. "Caused by stress of weather."	L. L.; C. G.; Dep.
450	300	-	-	-	Total wreck	Huntcliff, on the rocks near, by stress of weather, at 7 a. m. Crew saved in own boat. "The master thinks he could have saved the vessel if there had been a harbour at Redcar."	L. L.; S. G.; L. A.; Dep.
-	-	-	-	-	Stranded	Scarborough, on the rocks, 2 miles south of, at 8 a. m., by stress of weather. Crew saved by a rocket and the life-boat.	L. L.; S. G.
-	-	-	Yes	-	Stranded	Cleethorpes Sands, through stress of weather. She parted from her anchors, drove on shore, and bilged. Crew saved in own boat. Was got off, dismasted and damaged, on the 27th.	L. L.; C. G.; S. G.; Dep.
-	-	-	-	-	Stranded	Peel Beach, after being in collision off the Mull of Galloway, at night, and much damaged.	L. L.; S. G.
1,400	-	-	-	-	Sunk	Off St. Govan's Head, from springing a leak. Crew saved in own boat.	L. L.; L. A.; C. G.; Dep.
-	-	-	-	-	Total wreck	On Goodwick Sands, Fishguard Bay, by stress of weather. Crew saved by a boat from the shore.	L. L.; S. G.; Dep.
-	-	-	-	-	Wrecked	Abercastle Island, near Fishguard, by stress of weather. Crew saved.	L. L.; S. G.; D. G.
-	-	-	-	11	Lost	Near the Dudgeon, by stress of weather, with all hands.	S. G.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
Oct. 18	Coronilla, of Harrington	Brig -	204	-	Quebec to — -	Timber -	N. E.	10	- -
- 18	Deptford, of Shields	Brig -	262	9	Rochester to Shields	Ballast -	N. E.	9	- Dark, and squally.
- 18	Essex - - -	Brig -	211	6	London to Sunderland	Ballast -	N. E.	10	- -
- 18	George Law, of New York.	Ship -	-	-	- - Havannah to Am- sterdam.	- -	N. N. E.	-	- -
- 18	Gothen, of Norrkjopeng	Barque	350	15	Gloubouck to Hull -	Linseed -	N. by E.	10	- - Foggy, with rain.
- 18	William Watson, of Hartlepool.	Brig -	259	-	Quebec to Hartlepool	Timber -	N. E.	10	Squally -
- 18	Regent, of Shields	Brig -	241	-	Quebec to Grimsby -	Timber -	N. E.	10	Squally -
- 18	Dandy, of London	Sch. -	68	-	London to Newcastle	Ballast -	N. E.	10	Squally -
- 18	Roberto, of Leghorn	- Polacca brig.	245	-	London to Newcastle	Ballast -	N. E.	10	Squally -
- 18	Lady Dundas, of Hartle- pool.	Sch. -	123	-	London to Hartlepool	Ballast -	N. E.	10	Squally -
- 18	Freedom, of Exeter	Brig -	-	-	Exeter to Middlesbro'	- -	N. E.	10	Squally -
- 18	Iron Gem - - -	Barque	-	-	London to Shields	Ballast -	N. E.	10	Squally -
- 18	Charlotte, of Thisted	Yacht -	30	4	Thisted to Grimsby -	Barley -	N. E.	10	Squally -
- 18	Vulcan, of Rouen	Brig -	-	-	- - - -	Ballast -	N. E.	10	Squally -
- 18	Prospect, of Aberdeen	Sch. -	107	6	Aberdeen to Blyth -	Timber -	N. E.	10	- -
- 18	Sarah - - -	Sloop -	56	3	Woodbridge to Leeds	Barley -	N. N. E.	10	Fine -
- 18	Bosphorus, of Shields	Barque	344	-	London to Shields	Ballast -	N. E.	10	- Squally, with rain.
- 18	Jeune Clementine, of Bordeaux.	Sch. -	-	-	Gloucester to Swansea	Ballast -	N. E.	10	- -
- 18	Pearl, of Berwick	Smack	47	4	Newcastle to Dundalk	Coals -	N. E.	10	- -
- 18	Alexander, of Dumfries	Sch. -	-	6	- - - -	- -	- -	-	- -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Stranded	Near Fishguard, by stress of weather. Was got off, much damaged.	S. G.; L. L.; Dep.
1,800	1,600	-	-	-	Total wreck	Hartlepool, on the beach. Drove from her anchors at 3 a.m., from stress of weather.	L. L.; S. G.; C. G.; Dep.
-	-	-	-	-	Total wreck	West Hartlepool, by driving on shore in a gale of wind, having parted her anchors.	L. L.; S. G.; Dep.
-	-	-	-	-	Leaky	At sea, from collision with a brig off Dungeness. Put into the Thames to be docked and surveyed.	S. G.
-	-	-	-	-	Wrecked	Warham Hole, near Wells, from stress of weather at night. Part of cargo saved, in a damaged state.	C. G.; S. G.; Dep.
-	-	-	-	-	Stranded	Near Tetney Haven, by stress of weather. Drove from her anchors, bilged, and became embedded in the sand. Was got off on the 22d, after discharging cargo very much damaged.	L. L.; S. G.; Dep.
-	-	-	-	-	Stranded	Near Tetney Haven, by stress of weather. Was got off, after discharging cargo, very much damaged.	L. L.; S. G.; Dep.
-	-	-	-	-	Stranded	Near Tetney Haven, by stress of weather. She was finally sold as a wreck. Crew saved in own boat.	L. L.; S. G.; Dep.
-	-	-	-	-	Stranded	Near Tetney Haven, by stress of weather. On the 2d Nov. she was got off, and towed to Hull, having been sold, Oct. 26, for 300 l.	S. G.; L. L.; Dep.
-	-	-	-	-	Stranded	Near Cleethorpes, by driving on shore in a gale of wind, bilged, and damaged. Was got off on the 21st.	L. L.; S. G.; Dep.
-	-	-	-	1	Total wreck	Near Sutton, by stress of weather. The crew saved, except one man, by swimming on shore.	L. L.; S. G.
-	-	-	-	-	Stranded	Between Granthorpe and Tetney Haven, by stress of weather, bilged, and on her beam ends.	L. L.; S. G.
-	-	-	-	2	Total wreck	Marsh Chapel, near Tetney Haven. Parted, and drove on shore by stress of weather. The master and mate were washed overboard. The 2 seamen swam on shore.	L. L.; S. G.; Dep.
-	-	-	-	-	Wrecked	Between Granthorpe and Tetney Haven by stress of weather.	L. L.; S. G.
-	-	-	-	-	Stranded	West Hartlepool. Drove from her anchors by stress of weather. Crew saved by the life-boat.	L. L.; S. G.; Dep.
-	-	-	-	-	Leaky	On the Barber Sand. Was got off, and into Yarmouth. Had to discharge.	L. L.; S. G.; Dep.
-	-	-	-	-	Stranded	Near Cleethorpes. Drove on shore by stress of weather. Was got off on the 22d, with much damage.	S. G.; L. L.; Dep.
-	-	-	-	-	Wrecked	Combmartin, 3 miles east of, by stress of weather, and missing stays at night. The crew and the master's wife and child were saved by his swimming on shore with a rope, by which they landed.	L. L.; S. G.; Dep.
-	-	-	-	1	Leaky	At sea. Put into Belfast in distress, and must discharge. Lost the master overboard in the gale the previous night.	L. L.; S. G.; Dep.
-	-	-	-	6	Total wreck	Broad Haven, on west side of the entrance to, in Ely Bay, County Mayo, by stress of weather at night. All lost.	L. L.; S. G.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
Oct. - 18	Atlanta, of Shields -	Brig -	350	9	Stettin to Shoreham -	Timber -	N.E.	10	Rainy -
- 18	Plato, of London -	Barque	310	11	London to Hartlepool	Ballast -	N.E.	10	- -
- 18	Two Brothers, of Aberystwith.	Sloop -	50	3	Barrow to Cardiff -	Iron ore -	N.E.	10	Squally -
- 18	William Poole, of Liverpool.	Sch. -	-	-	Liverpool to Dublin -	- -	N.E.	10	- -
- 18	Emporium, of Shields -	Barque	350	12	Quebec to Sunderland	Timber -	N.E.	10	Hazy -
- 18	Niagara, of Sunderland	Barque	390	15	Quebec to Sunderland	Timber -	N.E.b.N.	10	Rainy -
- 19	Tananger, of Stavanger	Sch. -	-	-	— to Grimsby -	Rape cake	N.E.	10	- -
- 19	Catherine, of Belfast -	- -	-	-	Maryport to Belfast -	Coals -	N.N.W.	7	Stormy -
- 19	Alpha, of Montrose -	Sch. -	-	-	Dunbar to Galway -	Herrings -	- -	-	- -
- 19	Spring Rice - -	Sloop -	-	-	Southwold to Grimsby	Barley -	S.S.W.	-	Fine -
- 19	Boreas, of Sunderland	Brig -	-	-	- - - -	- -	- -	-	- -
- 20	Henry Patterson, of Cork.	Bright ^{ns} .	129	6	Cork to Newport -	Ballast -	W.S.W.	10	- -
- 20	Enterprise, of Exeter -	Brig -	-	-	Teignmouth to —	- -	N.W.	8	- -
- 20	Lady Zetland, of Glasgow.	Brig -	-	-	— to Glasgow -	- -	N.W.	10	- -
- 21	Elizabeth Anne, of Dublin.	Sch. -	-	-	- - - -	Ballast -	West	3	- -
- 21	Carlton, of Liverpool -	Barque	-	-	- Londonderry to Port Daniel (Canada).	- -	W.N.W.	7	Rainy -
- 21	Tutelina, of Whitby -	Sloop -	25	2	Hartlepool to Whitby	Coals -	N.N.W.	-	Very dark
- 21	James and Sarah, of Lowestoft.	- -	-	-	- Hartlepool to Southwold.	- -	North	8	- -
- 21	Argo, of Wifsta Wharf	- -	-	-	Lisbon to —	- -	- -	-	- -
- 22	Dart, of Sunderland -	- -	174	-	Sunderland to London	- -	- -	-	- -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Fire -	Off Skegness; took fire in a gale of wind, from a portion of a tar barrel, used as a signal of distress, falling amongst the timber, by which ship and cargo were destroyed; crew saved by life-boat.	L. L.; S. G.; L. A.
-	-	-	-	-	Stranded -	West Hartlepool, by stress of weather; she drove on shore, sustaining damage also by collision with another vessel.	S. G.; L. L. Dep.
-	Yes	-	Yes	-	Stranded -	Red Wharf Bay, Anglesea, by stress of weather; she was got off, with serious damage.	L. L.; L. A.
-	-	-	-	-	Wrecked -	Holyhead, outside the breakwater, by stress of weather.	L. L.; S. G.
-	-	-	-	4	Stranded -	Robin Hood's Bay, two miles south of, in a heavy gale, caused by stress of weather; she was got off, and taken into Whitby Harbour on the 26th.	L. L.; C. G. S. G.
2,000	-	500	-	-	Total wreck	Hendon Bay, near Sunderland; drove from her anchors at night, by stress of weather.	S. G.; Dep.
-	-	-	-	5	Total wreck	Sand Haic, North Somercoats, on the beach, where the hull was found derelict and full of water; it was ultimately sold for 28 <i>l</i> .	Dep. L. L.; S. G.
-	-	-	-	-	Wrecked -	Whitehaven; was run on the beach, north of the harbour, having sprung a leak at sea; crew saved.	L. L.; S. G.
-	-	-	-	-	Wrecked -	Loch Tarbert, at the west entrance of; was run on shore in a sinking state; materials and part of cargo saved.	L. L.; S. G.
-	-	-	-	-	Leaky -	At sea, from stress of weather; put into Yarmouth; must discharge.	L. L.; S. G.
-	-	-	-	-	Sunk -	Between Winterton and Hasborough, from springing a leak, and was abandoned; crew saved.	L. L.; S. G.
-	-	-	-	-	Stranded -	Barnstaple, three miles north of the light-house, at night; the hull was scuttled, and the sails and stores landed.	L. L.; S. G.; Dep.
-	-	-	-	-	Total wreck	West Hoyle Sands, river Dee; crew saved by the Hoylelake life-boat.	L. L.; S. G.; L. A.
-	-	-	-	-	Damaged -	At sea: in collision at midnight with the "Trial," of Dublin; put back to Barrow to discharge and repair.	L. L.; S. G.
-	-	-	-	-	Stranded -	Near Gellyhowel, Pembrokeshire; she drove on shore derelict, greatly damaged; the hull and materials were sold by auction for 117 <i>l</i> .	Dep.; S. G.
-	-	-	-	-	Leaky -	At sea; put back to Lochswilly in distress; was surveyed and found unseaworthy in her present state.	S. G.
40	-	15	-	2	Total wreck	Whitby; in attempting to get into harbour at night she drove behind the east pier; caused by stress of weather.	L. L.; C. G.
-	-	-	-	-	Abandoned	Off Flambro' Head, having sprung a leak; crew saved by the "Portia."	L. L.; S. G.
-	-	-	-	-	Abandoned	At sea; seen in lat. 54½ N., long. 3½ E., a wreck, with "Argo" painted on the stern.	L. L.; S. G.
-	-	-	-	-	Sunk -	North sea, near Hasbro' Sands, at 3 a. m., in collision with the "Tecumseh," which saved the crew.	L. L.; S. G.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
Oct. 22	Thomas - - -	- -	-	-	- - Caernarvon to Aberdovey.	- -	N.W.	7	Fine -
- 22	Elizabeth, of Ramsey -	Sch. -	-	-	Thisted - - -	Herrings	N.N.W.	10	- -
- 22	Bernhardine, of Barsse, Oldenburg.	Tjalk -	29	-	Thisted to Hull -	Rape seed	N.W.	10	- -
- 22	Unknown - - -	Sch. -	-	-	- - - -	- -	S.S.W.	9	- -
- 22	Bolivar, of Liverpool -	Barque	-	-	- - Greenock to New Richmond.	Ballast -	Westwd.	-	- -
- 23	Unknown - - -	- -	-	-	- - - -	- -	N.W.	-	- -
- 24	Pacific, of Blyth -	Brig -	-	-	Shoreham to — -	Ballast -	Westerly	5	- -
- 24	Unknown - - -	Sloop, supposed.	-	-	- - - -	- -	West	6	- - Dark; squally, with hail.
- 25	Thomas and Ann, of Sunderland.	Sch. -	120	-	- - Honfleur to Sun- derland.	Ballast -	Easterly	5	Showery
- 26	Prosperous, of Sunder- land.	Sloop -	49	3	Dunbar to Newcastle	Ballast -	N.W.	6	- -
- 27	Queen Ann, of Milford	Smack	-	-	- - - -	- -	South	6	- -
- 27	Harvest, of Sunderland	Brig -	-	-	- Sunderland to New- haven.	Coals -	W.S.W.	8	- -
- 27	Susan, of Cardigan -	Sch. -	-	-	New York to Belfast	Grain -	S.S.W.	10	- -
- 27	Helen - - -	Flat -	-	-	- - - -	Bricks -	Southerly	7	- -
- 27	Grace, of Dumfries -	Sloop -	31	3	Liverpool to Dumfries	General -	S.S.W.	10	- -
- 27	Thoburn, of Shields -	Brig -	-	-	Liverpool to Quebec	Ballast -	- -	10	- -
- 27	Iris, of Harrington -	Sch. -	-	-	Harrington to Belfast	Coals -	S.W.	5	- -
- 28	John and Ellen, of Amlwch.	- -	-	-	- - - -	- -	- -	-	- -
- 28	Lord Nelson, of Bray -	Sloop -	-	-	- - - -	Oats -	- -	-	- -
- 28	Young Gipsey - - -	- -	-	-	Newport to Liverpool	- -	S.W.	10	- -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Stranded	Portdynllaen Bay, by loss of sail, and missing stays, bilged and filled. Crew saved.	S. G.; L. L.
-	-	-	-	-	Abandoned	Off Liverpool. Taken into the Mersey by the Hoylake life-boat, derelict.	S. G.; Dep.
-	-	-	-	-	Abandoned	At sea, in lat. 56 N., long. 6 E., in a sinking state. Crew saved by the "Ida," and landed at Grimsby.	L. L.; S. G.; Dep.
-	-	-	-	3	Foundered	Calf of Man, near the Chickens; seen to go down.	L. L.; S. G.
-	-	-	-	-	Damaged	At sea, by stress of weather. Put back to Liverpool from long. 33 W., to be docked and surveyed.	S. G.; Dep.
-	-	-	-	-	Upset	At sea, Lundy Island Lighthouse S. by W. 7 miles. On this spot the "Margaret" passed a vessel bottom up, with a quantity of wreck floating about.	L. L.; S. G.
-	-	-	-	-	Sunk	Tynemouth, off the bar of, at night, in collision with the "Chanticleer" (s).	L. L.; S. G.
-	-	-	-	3 sup- posed.	Foundered	Off Tor Point, Antrim, at night, in collision with the "William M'Cormick" (s.) After the collision the sloop disappeared. The steamer lowered her boat and laid-to till daylight, in order to save the crew, but without effect.	L. A.; L. L.; Dep.
-	-	-	-	-	Abandoned	Dungeness, 3 miles east of, in collision, at night, with the "Moro Castle." She was afterwards taken into Dover derelict.	L. L.; S. G.
320	-	-	-	-	Stranded	Fern Islands, on the Megstone Rock, at night. Crew saved.	L. L.; C. G.
-	-	-	-	-	Foundered	Milford Haven, 10 miles south of, at 11 a.m. Crew saved by the "Anna Maria."	S. G.
-	-	-	-	-	Stranded	Newhaven, at the back of the east pier, in an endeavour to get into the harbour, in charge of a pilot. Much damaged. She was got off with great assistance, discharged, surveyed, and hauled up on the slip.	L. L.; S. G.; Dep.
-	-	-	-	-	Damaged	At sea, by stress of weather. Put into Galway to discharge and repair, being completely disabled, and part of cargo thrown overboard.	L. L.; S. G.
-	-	-	-	-	Sunk	Off Helbre Island. Crew saved	S. G.
300	-	-	-	-	Total wreck	Solway Firth, 3 miles S. E. of Ross Light-house, by stress of weather.	L. L.; S. G.; L. A.
-	-	-	-	1	Abandoned	At sea, on the 7th September, having been thrown on her beam-ends on the 19th August in a heavy gale. On the 27th October she was driven on shore derelict on Omev Island, near Clifden, bilged, and likely to go to pieces.	L. L.; S. G.
-	-	-	-	-	Sunk	Lough Belfast, in collision with the "Stork" (s.) Crew saved.	L. L.; S. G.
-	-	-	-	-	Abandoned	St. George's Channel, in a sinking state. Crew saved by the "Paraguay."	S. G.
-	-	-	-	-	Abandoned	At sea. Was found off Molfre Island, and taken into Beaumaris derelict.	L. L.; S. G.
-	-	-	-	-	Leaky	At sea. She was run on shore in a sinking state at Holyhead new harbour; was discharged for repair.	S. G.; L. L.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
Oct. 28	Saxon, of Ayr - -	Smack	42	4	Liverpool to Ayr -	- - Flour and grain.	S. W.	9	- - Dark and hazy.
- 28	Boyne, of Arundel -	Sch. -	85	-	- - Arundel to Sunder- land.	- Wedges, &c.	S. S. W.	10	Hazy -
- 28	Mary Ann, of Arklow -	- -	-	-	— to Dublin -	- - -	S. S. W.	7	- - -
- 28	James, of Cork - -	Sch. -	96	5	Newport to Cork -	Coals -	S. W.	7	- - Thick, with rain.
- 28	Jupiter, of Dundee -	Barque	214	10	- - Liverpool to Vera Cruz.	Coals -	South	11	- - Rain and thick.
- 28	Water Lily - - -	- - -	88	-	Hartlepool to Exeter	Coals -	S. S. W.	4	- - -
- 28	Sarah Ann, of Liverpool	Barque	494	15	Liverpool to Matanzas	- - Coals and chairs for rail- way.	S. S. W.	10	Thick -
- 28 Sup.	Holmes - - -	Barque	-	-	- - Alexandria to Li- verpool.	- - Wheat and cotton.	- - -	-	- - -
- 29	Brother Jonathan, of Wiscasset, U. S.	Ship -	800	24	- Liverpool to Charles- ton.	General -	S. S. W.	9	Thick -
- 29	William Penn, of Bel- fast.	Ship -	848	26	Liverpool to Aden -	Coals -	S. W.	9	- - Dark; thick.
- 29	Thetis - - -	- - -	-	-	Gothenburg to Oran	- - -	- - -	-	- - -
- 29	Ida Elizabeth, of Rot- terdam.	Barque	442	13	Liverpool to Batavia	General -	S. W.	5	Hazy -
- 31	Mona's Queen, of —	- - -	-	-	Belfast to Dublin -	- - -	- - -	-	- - -
- 31	Ulysse, of Granville -	Sloop -	59	4	- - Newcastle to Gran- ville.	Coals -	S. W.	4	Hazy -
Nov. 1	Louisa, of — - -	- - -	-	-	- - - - -	- - -	Southerly	4	- - -
- 1	Galloway, of Newburgh	Sloop -	47	4	Seaham to Dundee -	Coals -	W. S. W.	6	- - -
- 2	Speedwell, of Amlwch	Sch. -	99	-	Neath to Liverpool -	Coals -	S. W.	5	Cloudy -
- 2	Thistle - - -	- - -	-	-	- - Portreath to New- castle.	Mundic -	S. W.	16	- - -
- 2	Harvest Home - - -	- - -	500	-	- - London to Sydney, N. S. W.	Iron, &c.	S. W.	9	- - -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
400	Yes	-	-	-	Wrecked	Bay of Luce. By stress of weather, at 11 a.m. Crew saved.	L. L.; C. G.; S. G.
-	-	-	-	-	Abandoned	At sea. Was taken into the Tyne derelict. She was boarded 14 miles E. S. E. of Tyne mouth Light, having been in contact at night with the "Miriam," which took the crew on board.	L. L.; S. G.; Dep.
-	-	-	-	-	Foundered	Off Point Lynas, in collision with the "Nugget." Crew saved.	L. L.; S. G.
500	Not	80	Not	-	Wrecked	Tacumshin Bar, Wexford, $\frac{1}{2}$ of a mile west of, at midnight, from stress of weather. Crew saved. The wreck and part of cargo saved sold for 175 l.	L. L.; C. G.; S. G.; L. A.; Dep.
2,500	-	500	-	-	Wrecked	Tyrella, Dundrum Bay, at 7 a.m., from stress of weather. Crew saved by the coast-guard galley.	L. L.; C. G.; S. G.; L. A.; Dep.
-	-	-	-	-	Stranded	Off Yarmouth, Isle of Wight, by missing stays, bilged and damaged. She was got into the harbour November 2, and repaired.	L. L.; S. G.; Dep.
5,000	-	-	-	1	Wrecked	Sheepland Head, near Ardglass, at 4 p.m. She drove from her anchors in a heavy sea. Crew saved by sending a line to the shore.	S. G.; Dep.
-	-	-	-	All	Total wreck	St. Goven's Head, by stress of weather. Portions of wreck with her name, and of cargo, were found strewed along the coast here, after a heavy gale.	S. G.
-	-	-	-	-	Wrecked	Loch Strangford, on rocks north of the entrance to, at 5 a.m., in a gale of wind, after getting disabled in collision with the "William Penn." Crew and passengers saved.	C. G.; L. L.; S. G.; Dep.
15,000	-	-	-	-	Foundered	Off the Mull of Galloway, after collision with the "Brother Jonathan." Crew saved in own boat.	L. L.; C. G.; S. G.
-	-	-	-	-	Leaky	At sea. Put into Cowes. Was surveyed. Ordered to discharge and repair.	L. L.; S. G.
-	-	-	-	-	Total wreck	South Rock Lighthouse, on the rock, about 1 mile N. E. of, at night in thick weather. The C. G. Return attributes this loss to "want of knowledge of the coast and lights." Crew saved.	C. G.; S. G.; Dep.
-	-	-	-	-	Damaged	At sea. Put into Ramsay, Isle of Man, to discharge.	L. L.; S. G.
-	-	-	-	-	Sunk	Off the Cork Sand, at night, about one hour after being in contact with a barque. Crew saved by the "Britannia," of Whitby.	L. L.; C. G.; S. G.; Dep.
-	-	-	-	-	Foundered	Off Gurnard's Head, near St. Ives, at 10 a.m. Crew saved in own boat.	C. G.; S. G.
150	400 Dundee and Inverkeith- ing.	12	-	-	Wrecked	Buddonness Light. She missed stays, anchored, parted her chain, and at 8 a.m. drove on shore.	C. G.
-	-	-	-	-	Sunk	Off Milford, after striking on Sheep Island. Crew saved.	L. L.; S. G.; Dep.
-	-	-	-	-	Damaged	At sea. Put into Hayle, very leaky, from stress of weather. Had to discharge.	L. L.; S. G.
-	-	-	-	-	Damaged	At sea, by stress of weather. Put into Southampton to discharge and go into a dry dock.	L. L.; S. G.; Dep.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854 :									
Nov. - 2	Vine, of Sunderland -	Brig -	259	-	- Sunderland, to London.	Coals -	N.W.	6	- -
- 3	Augusta - - -	- -	-	-	- - London to Hobart Town.	- -	- -	-	- -
- 3	Emily, of Drontheim -	Brig -	165	9	Drontheim to Sligo -	Deals -	North	8	- - Dark and foggy.
- 4	Scandia - - -	- -	-	-	Sundswall to Cadiz -	- -	- -	-	- -
- 4	Prince Albert, of Portsmouth.	- -	-	2	- - - -	- -	N.W.	4	Fine -
- 6	Criminal Rath Brandt, of Koningsburg.	- -	490	-	Shields to Malta -	Coals, &c.	N.N.E.	10	Fine -
- 6	Jessie, of Newburgh -	Sch. -	96	6	- - Prestonpans to Aberdeen.	- - Coals and fire-bricks.	N.W.	4	Hazy -
- 7	Amy, of Hartlepool -	Brig -	223	12	Cardiff to Havre -	Coals -	Westerly	9	- -
- 7	Norfolk, of Sligo -	Brig -	116	6	Cardiff to Sligo -	- - Coals and iron.	S. E.	10	Clear -
- 8	Integrity, of Sunderland	Brig -	163	7	London to Antwerp	Guano -	W. by N.	6	Hazy -
- 9	Iris, of Stavanger -	Barque	-	-	- - Nedre Calix to Gibraltar.	Timber -	N. E.	7	Cloudy -
- 9	Felicity, of Liverpool -	Barque	298	-	Liverpool to Jamaica	- - Coals and salt.	W.N.W.	7	- -
- 10	Unknown - - -	Brig -	-	-	- - - -	- -	- -	-	- -
- 10	Reussite, of Bordeaux	Brig -	-	-	- - Newport to Sierra Leone.	Coals -	N.W.	5	Fair -
- 10	Elizabeth Ann, of Guernsey.	- -	-	-	Bremen to Guernsey	- -	N.W.	5	Cloudy -
- 11	Faithful - - -	- -	-	-	- - London to Hong Kong.	- -	Northerly	4	Showery
- 11	Grenville Bay, of Newcastle.	Barque	257	18	- - Fleetwood to Dalhousie.	Ballast -	N. N. W.	4	- Fine and squally.
- 13	Goth - - -	Barque	-	-	Hull to Shields -	- -	S. W.	-	- -
- 12	Hero, of Greenock -	- -	-	-	Greenock to Cork -	- -	- -	-	- -
- 13	Amelia, of Torquay -	Smack	-	-	- - - -	- -	Southerly	10	- -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Stranded	On the Bar of the Wear, when proceeding to sea. Put back leaky; had to discharge and repair.	Dep.
-	-	-	-	-	Leaky	At sea. Put into Cowes; had to discharge	L. L.; S. G.
280	-	-	-	-	Stranded	Sligo, on the bar, at 10 p. m., not being able to get a pilot off.	Dep.
-	-	-	-	-	Damaged	Stornaway, by getting on shore when beating into harbour. Was assisted off, leaky; had to discharge.	L. L.; S. G.
-	-	-	-	1	Sunk	Dungeness, about 12 miles E. N. E. of, in collision with a barque. One man saved by the steamer "Army and Navy."	S. G.
-	-	-	-	-	Leaky	At sea, from stress of weather. Put into Portsmouth; had to discharge.	S. G.; Dep.
500	400	200	-	-	Wrecked	Rattray Head, on a reef about three-quarters of a mile from the shore. Crew and part of materials saved.	L. L.; S. G.; L. A.
-	-	-	-	-	Leaky	At sea, from stress of weather. Put into Dublin; had to discharge.	L. L.; S. G.; Dep.
100	-	-	-	1	Damaged	At sea, off the Smalls Light, by stress of weather.	Dep.
1,000	-	1,000	1,000	-	Wrecked	On the Long Sand, at 4 p. m. Threw overboard about 60 tons of cargo, but the sea increasing, they were compelled to abandon the vessel.	L. L.; L. A.; S. G.; Dep.
-	-	-	-	-	Stranded	On the Long Sand. Was got off with assistance, and into Ramsgate, to discharge.	L. L.; S. G.
-	-	-	-	-	Leaky	At sea. Sprung a leak the day after she sailed, and put back. Was discharged, and docked.	Dep.
-	-	-	-	-	Wrecked	Scilly, on Annet Isle. Part of the side of a brig washed on shore, supposed about 250 tons, and colonial built.	S. G.
-	-	-	-	-	Leaky	At sea. Put back to Penarth Roads; was surveyed, and ordered to discharge.	L. L.; S. G.
-	-	-	-	-	Leaky	At sea. Assisted into Ramsgate; had to discharge.	L. L.; S. G.
-	-	-	-	-	Stranded	In the Thames, near the Tunnel. Much strained, and leaky; was taken back to St. Katherine's Docks to discharge.	L. L.
1,200	Not	-	-	-	Wrecked	Hook Point, near the lighthouse. Put back, leaky, from long. 38° W., and when waiting off Waterford for a pilot, missed stays, and went on shore at 7.20 p. m. The Insp. Com. attributes this loss "in a great measure to the inattention of the pilots at Dunmore East."	L. L.; S. G.; C. G.; Dep.
-	-	-	-	-	Leaky	At sea. Put back to Grimsby, where she grounded, fell over, strained and filled. She was floated on the 15th, and towed to the west pier, greatly damaged.	S. G.
-	-	-	-	-	Leaky	At sea. Put back to Greenock; had to discharge and be docked.	L. L.; S. G.
-	-	-	-	-	Stranded	Near Lyme, on the beach. She drove on shore in a heavy gale; was got off on the 18th much damaged.	L. L.; S. G.

(continued)

Date.	NAME OF VESSEL.		Rig.	Tons.	Men.	From.		Cargo.	Wind.		Weather.
	Where Belonging.					Bound to.			Direction.	Force.	
1.	2.		3.	4.	5.	6.		7.	8.	9.	10.
1854:											
Nov. - 13	Ionia, of Youghal	-	Brigt ^{ne}	116	6	Youghal to London -		Oats -	S.S.W.	7	Cloudy -
- 13	Mars, of Jersey	-	Cutter -	-	-	Guernsey to Jersey -		Ballast -	- - -	-	- - -
- 14	Letitia, of Arklow	-	Sloop -	29	-	Wexford to Liverpool		Barley, &c.	S. E.	8	- - Thick and dark.
- 14	Electric, of London	-	Barque	-	-	London to Cadiz -		Machinery, &c.	S.S.E.	7	Rainy -
- 15	Coldstream, of Sunderland.	-	Brig -	208	8	- - Southampton to Sunderland.		Pit props	S. E.	10	- - -
- 15	Equivalent, of Sunderland.	-	Brig -	248	9	- - London to Sunderland.		Ballast -	S. E.	10	- - -
- 15	Helene, of Tonsberg	-	Brig -	-	-	- - Dram to Ferryport-on-Craig.		Battens -	S. E.	9	Cloudy -
- 15	Victoria, of Harwich	-	Sch. -	115	6	- - Harwich to Sunderland.		Ballast -	S. E.	10	- - -
- 15	Tyne, of Ramsgate	-	Sch. -	66	5	- Ramsgate to Hartlepool.		Ballast -	S. E.	8	Hazy -
- 15	John and William, of Carlingford.	-	Smack	18	3	- - Whitehaven to Carlingford.		Coals -	S.S.E.	10	Cloudy -
- 15	Clarisse, of Marseilles	-	Brig -	132	9	Marseilles to London		General -	S. E.	-	Clear -
- 15	Brilliant, of Boston	-	Sch. -	70	5	Boston to Leith -		Grain -	E.S.E.	7	Very thick
- 15	Kate Robertson, of Shields.	-	Brigt ^{ne}	146	7	Newcastle to Rouen		Coals -	S. E.	7	Cloudy -
- 15	Jane Erskine, of Belfast	-	Brig -	232	9	Antwerp to Newcastle		Ballast -	S. E.	5	Hazy -
- 15	Jane, of Drogheda	-	Brig -	-	-	Liverpool to Drogheda		Coals -	S.S.E.	10	- - -
- 15	Lively, of Lynn	-	Sch. -	118	6	Lynn to Sunderland		Grain -	S. E.	7	Cloudy -
- 15	Jeune Amedee	-	Lugger	72	6	Nantes to Sunderland		Ballast -	S. E.	10	Clear -
- 15	Napoleon III., of Stralsund.	-	Sch. -	113	6	London to Shields -		Ballast -	S. E.	7	Cloudy -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Total wreck	On the Goodwin, "by mistaking the lights at night."	L. L.; S. G.; C. G.
-	-	-	-	-	Sunk	Guernsey Roads; in contact with the "Primrose." Crew saved in own boat. This vessel was raised, and got into harbour on the 18th.	L. L.; S. G.
-	-	-	-	-	Abandoned	In the Rock Channel, Liverpool, in a sinking state, after collision with a schooner. This vessel sunk, but was raised and taken into the Mersey. Crew saved.	L. L.; S. G.; Dep.; L. A.
-	-	-	-	-	Damaged	In Sea Reach, River Thames, in collision, at 10.30 a.m., with the "Diolinda." Put back, and into West India Docks to discharge.	S. G.
600	-	-	-	-	Stranded	Sunderland, at the back of the north pier, by stress of weather. Crew saved by rocket lines.	L. A.
300	-	-	-	-	Stranded	In Whitburn Bay, Sunderland, by stress of weather. Crew saved by life-boat.	L. A.; Dep.
-	-	-	-	-	Stranded	Dundee, half a mile west of, by stress of weather; parted her chains, and drove on shore.	S. G.
600	-	-	-	1	Wrecked	At Sunderland, on the rocks three-fourths of a mile north of the pier, by stress of weather. Crew saved.	S. G.; L. A.; C. G.; Dep.
440	Not	-	-	-	Wrecked	Redcar. She drove from her anchors by stress of weather, and became a total wreck. Crew saved by the life-boat.	L. L.; L. A.; C. G.; Dep.
-	-	-	-	-	Wrecked	In Ardglass Harbour. She broke adrift in a gale of wind, and went to pieces. The C. G. Report says, "this is a small coasting vessel, not seaworthy."	S. G.
800	Yes	4,000	Yes	-	Wrecked	On the Girdler Sand, at 6 a.m., with a licensed pilot on board. C. G. Return says, "apparent negligence."	L. L.; S. G.; C. G.
600	Yes	1,700	1,900	-	Wrecked	Dunbar, 5 ½ miles east of, at Thornton Loch, "from error in judgment." Crew saved.	L. L.; C. G.; L. A.
600	-	70	-	-	Wrecked	Tyne, on the Black Middens, by stress of weather, at 10.15 a.m. Crew saved by Manby's apparatus.	L. L.; S. G.; C. G.
2,000	Not	-	-	-	Wrecked	Redcar, on the beach, near the rocks. Lloyd's Agent reports this wreck to have occurred from want of seamanship or negligence, &c. Crew saved by the Redcar life-boat, and also 18 fishermen who were on board. The vessel soon broke up.	L. L.; S. G.; L. A.; C. G.; Dep.
-	-	-	-	-	Sunk	Off Lambay Island, after striking on a rock near, caused by stress of weather. Crew saved in own boat.	L. L.; S. G.; Dep.
600	600	2,800	-	-	Stranded	Tyne, on the Black Middens, at 10 a.m., by grounding when running in with a heavy sea. Crew saved by Manby's apparatus. The hull was got off 22d.	L. L.; S. G.; C. G.; L. A.; Dep.
500	-	-	-	-	Stranded	Whitburn Bay, by stress of weather; greatly damaged.	L. A.
-	-	-	-	-	Wrecked	Tyne, on the Black Middens, in a heavy sea, by stress of weather. The hull broke up. Crew saved by Manby's apparatus.	S. G.; L. L.; C. G.; L. A.; Dep.

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854 :									
Nov. - 15	Coldstream, of Sunderland.	Brig -	208	8	- Southampton to Sunderland.	Pit props	S.E.	10	- -
- 15	Friendship - - -	- -	-	-	Hull to Kirkcaldy -	- -	S.E.	-	Rainy -
- 15	Margaret Ann, of Greenock.	- -	-	-	Belfast to — -	- -	S.E.	10	- -
- 15	Cinderella, of London -	- -	-	-	London to Shields -	- -	S.S.E.	10	Dark -
- 15	Calypso, of London -	Barque	253	9	London to Sunderland	Ballast -	S.E.	10	Clear -
- 15	Juno, of Sunderland -	Brig -	-	-	- - - -	- -	S.E.	10	- -
- 15	David and John, of Montrose.	Sch. -	-	-	- - - -	- -	Easterly	10	Showery
- 15	Eliza Emma, of Shoreham.	Brig -	173	8	London to Sunderland	Ballast -	S.E.	10	- -
- 15	Johns, of Strangford -	Sloop -	34	4	Portaferry to Chester	- Ore and oats.	S.E.	10	Hazy -
- 15	Honiton Packet, of Lyme.	Sch. -	68	5	Lyme to Sunderland	Limestone	S.E.	10	- -
- 15	Margaret, of Sunderland	Sch. -	120	5	- Rochester to Sunderland.	Ballast -	S.E.	10	- -
- 15	John Wesley, of Arundel.	Sch. -	166	8	- Little Hampton to Sunderland.	Ballast -	S.E.	10	- -
- 15	Volant, of Sunderland -	- -	-	-	- - - -	- -	S.E.	10	- -
- 15	Mary Stewart, of Dundalk.	Sch. -	-	-	— to Whitehaven	Ballast -	S.S.E.	10	- -
- 16	Tourist, of London -	Steam Sch.	257	16	Yarmouth to London	- General and passengers.	S. by E.	8	- Cloudy with showers.
- 16	Rapid, of Malmo -	Sch. -	-	8	- - Newcastle to Marseilles.	Coals -	S.S.E.	8	- - Dark ; foggy, with rain.
- 16	Mina and Willem, of Pekela.	- -	-	-	- - Grangemouth to Harburg.	- -	- -	-	- -
- 16	Nereus - - -	Brig -	202	8	- Rotterdam to Sunderland.	Ballast -	South	3	Clear -
- 17	Clementina, of Stralsund	Brig ^{no}	154	7	- Shoreham to Hartlepool.	Ballast -	Easterly	10	Thick -
- 17	Oxefia, of Twedestrand	Barque	500	13	Lulea to Lisbon -	Timber, &c.	East	10	Very dark
- 17	Brilliant, of St. Ives -	Sch. -	-	-	Portreath to Swansea	- Copper ore	N.E.	8	- -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
200	1,600	-	-	-	Stranded -	Sunderland, behind the north pier, by stress of weather, and much damaged in collision with another stranded vessel.	L. L.; S. G.; C. G.
-	-	-	-	-	Wrecked -	Bridlington, by stress of weather	L. L.; S. G.
-	-	-	-	-	Stranded -	In the Clyde, by driving from her anchors; her bottom damaged, and cargo lost.	L. L.
-	-	-	-	-	Wrecked -	Kirkcaldy, two miles west of, in a gale of wind at night. Crew saved.	L. L.; S. G.
900	Not	-	-	-	Stranded -	Sunderland, near Roker, by stress of weather, and much damaged; this vessel was finally condemned and sold as a wreck.	S. G.; L. L.; C. G.; L. A.
-	-	-	-	-	Damaged -	Sunderland, by striking on the bar, after which she sunk in the river.	L. L.; S. G.
-	-	-	-	-	Stranded -	Carlinsnose Quarry, Inverkeithing; damaged by stress of weather while loading at the pier, and had to go upon the slip for repair.	S. G.; L. L.
-	-	-	-	-	Stranded -	Sunderland, drove on shore by stress of weather; was floated off 22d November considerably damaged.	L. L.; S. G.; L. A.; C. G.; Dep.
300	Not	800	750	4	Wrecked -	Strangford, half a mile south of Killard Point, by stress of weather, in daylight. Crew all lost.	L. L.; S. G.; C. G.
500	800 Lloyd's.	-	-	-	Stranded -	Sunderland, behind the north pier, by stress of weather, after striking on the bar. Crew saved by rocket lines.	S. G.; C. G.; L. A.; Dep.
800	800	-	-	-	Stranded -	Near Roker, Sunderland, by stress of weather, and considerably damaged in the hull.	S. G.; L. L.; L. A.; C. G.; Dep.
300	-	-	-	-	Stranded -	Near Roker, Sunderland, by stress of weather. The steam boat was compelled to abandon her in three fathoms water.	L. L.; S. G.; C. G.
-	-	-	-	-	Damaged -	Sunderland, struck on entering the harbour, broke the sternpost, filled, and sunk in the river.	S. G.; L. L.
-	-	-	-	-	Wrecked -	Ballywalter, on the rocks. Crew saved in own boat.	L. L.; S. G.
1,500	-	-	-	-	Stranded -	Yarmouth, on the north beach, 20 fathoms east of the north pier, by striking on the bar and falling to leeward. Considerably damaged.	L. L.; S. G.; C. G.; Dep.
-	-	-	-	6	Foundered -	In the North Sea, in collision, at night, with the "Bullfinch," which saved two of the crew.	S. G.
-	-	-	-	-	Leaky -	At sea. Put back to Grangemouth, with cargo shifted; must discharge.	L. L.; S. G.
1,150	1,150	-	-	-	Wrecked -	Sunderland, 3 miles south of the harbour, "by anchoring too close in toward the land." Crew saved in own boat.	S. G.; L. L.; L. A.; C. G.; Dep.
900	Yes	-	-	-	Wrecked -	Near Port Gordon, by stress of weather. Crew saved by Dennet's rockets.	L. L.; C. G.; S. G.
-	-	-	-	12	Wrecked -	Hasbro' Sands, at night, by stress of weather. The wreck and cargo were washed on shore near Cromer, with one man, the captain; all the rest were lost.	L. L.; S. G.; Dep.
-	-	-	-	-	Wrecked -	Portreath, on the rocks outside the entrance of, by the wind falling to a calm, and a strong ebb tide, with a ground swell; the hull broke up.	L. L.; S. G.; Dep.

(continued)

Date.	NAME OF VESSEL. Where Belonging.	Rig.	Tons.	Men.	From. Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
Nov. 17	Undine - - -	Sch. -	88	5	Maryport to Bangor	Coals -	E.S.E.	6	- - -
- 18	Prudente Victorine, of Vannes.	Lugger	-	6	Dunkirk to Blyth -	Ballast -	E.S.E.	6	Cloudy -
- 18	Catherina Hermina -	Galliot	-	-	Naskow to Schiedam	Barley -	- - -	-	- - -
- 18	Helene, of Papenburg -	Galliot	120	6	Memel to Boulogne -	Flax -	E.N.E.	8	-- Thick; rainy.
- 18	Coxon, of Shields -	Brig -	305	-	-- Richibucto to the Downs.	- - -	- - -	-	- - -
- 18	Clonmel, of Waterford	Sch. -	-	-	Liverpool to Cork -	- - -	- - -	-	- - -
- 19	Bore, of Gefle - - -	Barque	381	17	Gefle to Algoa Bay -	Deals -	Northerly	10	Thick -
- 19	Panope, of Caen - - -	Sch. -	170	7	Bone to Dunkirk -	Salt - -	N.E.	9	- Squally, with rain.
- 19	Margarette, of Flensburg	- - -	-	-	Holbeck to New Ross	- - -	E.N.E.	7	Cloudy -
- 19	Eltje Burg - - -	Galliot	-	6	Brielle to Malta -	Tar -	E.N.E.	7	- - -
- 20	James, of Cardigan -	Sch. -	-	-	Glasgow to Porthcawl	- - -	N.E.	7	- - -
- 20	Primus, of Hernosand	- - -	-	-	-- Hernosand to Gibraltar.	- - -	- - -	-	- - -
- 20	Emelie, of — - -	- - -	-	-	Glasgow to Rotterdam	- - -	- - -	-	- - -
- 20	Orcadian - - -	- - -	-	-	Newry to — - -	Ballast -	W.N.W.	8	- - -
- 20	New Hope - - -	Sloop -	47	4	Glasgow to Runcorn	Pig iron	N.W.	9	Stormy -
- 20	Miss Smith - - -	Sloop -	52	4	Clyde to Runcorn -	Pig iron	N.W.	9	Stormy -
- 21	Amelia, of Truro -	Sloop -	42	4	Pembrey to Hayle -	Coals -	N.N.W.	7	Cloudy -
- 21	Balder - - -	Brig -	168	-	-- Gothenburg to the Cape of Good Hope.	Deals, &c.	E.S.E.	8	-- Thick and rainy.
- 21	Meridian - - -	Brig ^{ne}	96	4	Par to Llanelly -	Copper ore	N.W.	8	- Squally, with rain.
- 21	Handy, of Jersey -	Cutter	59	5	Cardiff to Newry -	Coals -	N.W.	6	Hazy -
- 21	Magnus, of Stockholm	Brig -	98 lasts.	-	-- Stockholm to Marseilles.	Deals -	E.N.E.	10	- - -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
300	No	100	No	--	Wrecked -	In Bangor Bay, where she stranded at 7 p.m., and went to pieces in a gale of wind on the 23d.	L. L.; S. G.; C. G.
-	-	-	-	-	Total wreck	Blyth. On the Blyth Haven Rocks, at 3 p.m. "Mistook the harbour." Crew saved.	L. L.; S. G.; C. G.
-	-	-	-	-	Foundered	In the North Sea, in a gale of wind. Crew brought to Yarmouth.	S. G.
-	-	-	-	-	Total wreck	Winterton. Drove on shore a quarter of a mile south of the light, at 7 p.m., by stress of weather. Crew saved.	L. L.; S. G.; C. G.; Dep.
-	-	-	-	-	Abandoned	At sea, in lat. 48°, long. 13°, waterlogged, from stress of weather. Crew saved by the "Amazon."	L. L.; S. G.
-	-	-	-	-	Abandoned	Off the Tuskar, after being in collision with the "Chieftain," at night.	L. L.; S. G.
5,000	Yes	1,200	Yes	-	Wrecked -	Margate Sands. A portion of the hull, with the name "Bore, Gefle," on it, was washed on shore at Epple Bay. The C. G. officer reports that nothing more is known, but supposes the vessel to have been lost on Margate Sands in the late gale, and "caused by not allowing for the in-draught of the Thames."—C. G. Return.	C. G.; S. G.
-	-	-	-	3	Sunk -	Alderney, after striking on rocks at the east point of, at 11 a.m., by mistaking Alderney for the coast of France.	S. G.; L. A.
-	-	-	-	-	Foundered	North Sea, after striking on the Lemon Sand. Crew saved.	L. L.; S. G.
-	-	-	-	5	Foundered	Off the Lizard, in contact with the "Johanna Catherina," which saved one of the crew.	L. L.; S. G.
-	-	-	-	-	Stranded -	Ramsey Sound, on a rock. Slipped an anchor, and got off with keel, stern, and bottom much damaged.	S. G.
-	-	-	-	-	Damaged -	At sea, by stress of weather. Put into Ramsgate. Had to discharge.	L. L.
-	-	-	-	-	Leaky -	In the Channel. Put into Ramsgate. Must discharge.	L. L.; S. G.
-	-	-	-	-	Stranded -	Ayr. On the south side of the harbour, at night, where she bilged and filled.	L. L.; S. G.
400	-	300	-	-	Foundered	Off the Calf of Man, in collision, at night, with the "Miss Smith." Crew saved in own boat.	L. L.; S. G.; L. A.
500	-	350	-	-	Foundered	Off the Calf of Man, in collision, at night, with the "New Hope." Crew saved.	L. L.; S. G.; L. A.
255	-	17l. 10s.	-	-	Wrecked -	Hillsbro' Point, near Ilfracombe, at 4 p.m., by stress of weather, and loss of main-boom. Crew saved by a long-boat from the shore.	L. L.; S. G.; C. G.
-	-	-	-	-	Damaged -	At sea. Put into Cowes with great damage, from collision at sea with a barque, at 4 a.m. Was surveyed, and had to discharge.	L. L.; S. G.; Dep.
-	-	-	-	-	Leaky -	Par, by striking on the bar of. Put into Fowey. Must discharge.	L. L.; S. G.; Dep.
800	-	-	-	-	Fire -	Carlingford Harbour. Burnt to the floor heads, by spontaneous combustion.	L. A.; S. G.; Dep.
-	-	-	-	-	Damaged -	At sea, by stress of weather. Put into Cowes with cargo shifted, pumps choked, &c., and must discharge.	S. G.; Dep.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854 :									
Nov. - 22	Mary Graham, of Sunderland.	Barque	464	24	- Sunderland to Constantinople.	Coals -	East	10	- Squally and heavy rain.
- 22	Munster Lass, of Poole	Sloop -	-	-	- - Queenstown to Youghal.	- - Indian corn.	N.W.	5	- -
- 22	Coke - - - -	Sloop -	42	3	Wells to Hull -	Linseed -	N.W.	4	Thick -
- 22	Fee, of Santander -	Barque	-	-	- - Christiansand to Barcelona.	- -	N.W.	4	- -
- 22	Hervorming, of Ostend	- Fishing Trawl.	32	-	- - - -	- -	- -	-	- -
- 23	Isabella, of Torquay -	Ship -	377	16	- - London to Sunderland.	Ballast -	E.byN.	10	Squally -
- 23	Skeldon, of Stranraer -	Smack	-	-	- - Whitehaven to Stranraer.	Coals -	- -	-	- -
- 23	William, of Shields -	Sch. -	145	6	Shields to London -	Coals -	E.S.E.	10	- Hail and rain.
- 23	Margaret Campbell, of Dundee.	Sloop -	60	4	Newcastle to Dundee	Coals -	East	10	- - Dark; heavy rain.
- 23	Mary Muir, of Sunderland.	Barque	357	13	- - Sunderland to Constantinople.	Coals -	East	9	- Squally and rainy.
- 23	Marquis of Bute? of Belfast.	Sch. -	60	4	— to Belfast -	Coals -	N.E.	11	Hazy -
- 24	Bayadere, of Bayonne -	Sch. -	73	-	Shields to — -	Coals -	East	9	- - Dark; squally.
- 24	Mary Ann, of Looe -	- - -	-	2	- - - -	- -	E.N.E.	-	Fair -
- 24	Fear-not, of Plymouth -	- Fishing Smack	-	-	— to Plymouth -	Fish -	N.N.E.	5	Fine -
- 24	Petronella - - -	- - -	-	-	Dram to Dundee -	- -	N.E.	-	- - Heavy snow showers.
- 24	Caluaria, of Sunderland	Ship -	622	20	- Sunderland to Bombay.	Coals -	East	9	- Dark and squally.
- 24	Chevalier - - -	- Steam-vessel.	250	15	Greenock to Portree	Passengers and cargo.	S.E.	3	Moderate
- 24	Robert, of Dantzic -	Brig -	212	9	Grimsby to Pelen -	- Salt and cotton.	N.N.E.	9	- Clear at times.
- 24	Emmanuel, of Arveskjøbing.	Sloop -	40	4	- - Nesbord to Hartlepool.	Grain -	East	9	- Squally with showers.

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. RE MARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
4,500	-	200	-	23	Wrecked	Sunderland, on the Stone Heads; she had been towed out, and anchored off the port; a heavy gale sprung up in the night and she parted, drove on shore, and went to pieces. Of 24 men on board, only one was saved.	L. L.; S. G. C. G.; Dep.
-	-	-	-	-	Sunk	Off Queenstown, after striking on a rock near Poor Head.	L. L.; S. G.
-	-	-	-	-	Stranded	Near Wells; was got off with assistance, taken in very leaky, and had to discharge.	L. L.; S. G.; Dep.
-	-	-	-	-	Damaged	Ramsgate Harbour, by breaking her moorings and falling over; had to discharge.	L. L.; S. G.
-	-	-	-	-	Abandoned	At sea; towed into Yarmouth derelict, by the "Transit," of London, which boarded her at sea in a damaged state, apparently from collision.	S. G.; Dep.
100	500	-	-	-	Stranded	Whitburn Bay, Sunderland; drove from her anchors by stress of weather; crew saved.	C. G.
-	-	-	-	-	Stranded	In Maryport Bay, having sprung a leak; she was run on shore to save the lives of the crew.	L. L.; S. G.
-	-	-	-	-	Sunk	Hartlepool, on the bar, at 9 a. m., by stress of weather; crew saved by the life-boat; this vessel went to pieces.	S. G.; Dep.
-	-	-	-	4	Foundered	Off Newbiggin, north of Blyth; she was seen to be struck by a sea in a heavy gale and to broach to; the crew took to the rigging, and the vessel foundered, with all hands.	L. L.; S. G.; C. G.
2,500	2,000	150	-	-	Stranded	West Hartlepool, on the beach south of, after being disabled in collision, at night, with the "Caluaria;" a boat with the name "Marquis of Bute," drifted on shore also; crew saved by the life-boat.	L. L.; S. G.; Rec. C. G.; Dep.
-	-	-	-	4	Foundered	Off Groomsport; seen to go down at 7 a. m., from stress of weather and from the heavy sea running; all hands perished; "no boat could venture out in this gale."	L. L.; S. G.; C. G.
-	-	-	-	5 supposed	Foundered	At sea, near Hartlepool; fragments of this vessel, which had left the Tyne a few days previously, were washed on shore, with her log book, &c.	L. L.; S. G.; Rec.; C. G.
-	-	-	-	1	Sunk	Plymouth, off the west end of the breakwater, after being in collision with the "Nile" steamship.	L. L.; S. G.
-	-	-	-	-	Foundered	Off the Eddystone, at night, in contact with the "Juliana," which saved the crew.	L. L.; S. G.
-	-	-	-	-	Stranded	Between Aberdour and Burntisland, and greatly damaged; was got off and towed into St. David's.	L. L.; S. G.
3,500	7,500	300	Yes	-	Stranded	West Hartlepool, on the Middleton Sands, by grounding on the bar, after being in collision; bilged and filled; crew saved.	S. G.; C. G.; Dep.
-	-	-	-	-	Wrecked	Sound of Jura, on the Iron Rock, at four a. m. Lloyd's agent "has not learnt the cause of this wreck, but suggests more attention in the look out."	L. L.; S. G. L. A.
-	Yes	-	Yes	-	Wrecked	Off Hunstanton, "by mistaking the light." Part of cargo and some materials saved. The hull was sold as a wreck in December.	L. L.; C. G.; Dep.
150	Yes	-	-	-	Wrecked	At Hartlepool, after striking on the Longscar Rocks and losing her rudder; crew saved.	L. L.; S. G.; Dep.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854 :									
Nov. 25	Johanna, of Pekela -	- - -	-	-	- Liverpool to Rotterdam.	General -	East -	4	Cloudy -
- 25	Marie, of Gothenburg -	Galliot	99	5	Hull to Gothenburg	Ballast -	N. E.	9	- - Dark ; squally.
- 25	Three Sisters, of Newport.	- - -	-	2	Newport to Bristol -	Coals -	E. N. E.	7	- -
- 25	Aurora, of Sunderland	Brig -	-	-	Sunderland to Dieppe	Coals -	Easterly	-	- -
- 25	Lady Hood MacKenzie	- - -	-	-	Shields to Boulogne	- - -	- - -	-	- -
- 27	Eleanor - - -	- - -	-	-	Dalhousie to — -	- - -	Westerly	-	- -
- 28	Venus, of Lowestoft -	Sch. -	57	4	- - Middlesbro' to Southwold.	Coals -	West -	-	- -
- 28	Clonmel, of Caernarvon	Smack	62	4	Montrose to Bristol -	Herrings	N. W.	4	Hazy -
- 28	George and Mary, of Wells.	Sch. -	72	4	- - Middlesbro' to Southwold.	Coals -	West	-	Cloudy -
- 29	Caroline - - -	- - -	-	-	Wicklow to Woodside	- - Copper ore.	N. W.	7	Rainy -
- 29	Robert M'William, of Aberdeen.	Brig -	-	-	- - Whitehaven to Quebec.	- - -	Westerly	10	- -
- 29	Anna Maria, of Cuxhaven.	Galliot	39	4	- - - - - Hamburgh to Burnham.	Oats -	N. W.	8	Foggy -
- 29	Baron di Bruck, of —	Brig -	-	-	- - - - - Cardiff to Constantinople.	Coals -	Southerly	9	- -
- 29	Progress, of Bristol -	Sch. -	106	7	Cardiff to Liverpool -	Coals -	N. N. W.	9	- -
- 29	Salacia, of Glasgow -	Barque	353	13	Québec to Glasgow -	- Timber and deals.	N. W.	11	- -
- 29	Cambria, of Prince Edward's Island.	Barque	-	-	- - - - - Miramichi to Liverpool.	Timber -	Westerly	11	- -
- 30	Czar - - - -	Sch. -	-	-	- - - - -	- - -	Westerly	9	- -
- 30	Alliance, of St. Vaast -	Sch. -	-	-	Newcastle to Algiers	Coals -	W. N. W.	5	Cloudy -
- 30	Nile, of — - -	- Steam vessel.	-	16	- - Liverpool to Falmouth, &c.	- General, and 24 passengers.	Westerly	11	- -
- 30	Conference - - -	- - -	-	-	Swansea to Havre -	- - -	- - -	-	- -
- 30	Flamingo, of Folkestone	Brig -	135	-	- Dartmouth to Guernsey.	- - -	- - -	10	- -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Foundered -	In the Straits of Dover, in collision with a barque, at night. Crew saved.	L. L.; S. G.
-	-	-	-	5	Wrecked -	Hartlepool. On the Heugh Rocks at 5 a.m., by stress of weather. All hands lost.	L. L.; S. G.; Rec.; C. G.
-	-	-	-	1	Foundered -	Off Portishead - - - - -	L. L.; S. G.
-	-	-	-	-	Foundered -	North Sea, having become leaky from getting on shore. Crew saved.	L. L.; S. G.
-	-	-	-	-	Missing -	She sailed from Shields, Sept. 30th, and has not been heard of since, to this date.	S. G.
-	-	-	-	-	Stranded -	Near Workington. Was got off, towed into Whitehaven, and had to discharge.	S. G.
-	-	-	-	-	Damaged -	Southwold Harbour, by getting foul of the pier on entering with a strong tide. Was run on shore to prevent her sinking, and filled, the tide flowing over her.	Dep.
-	-	-	-	-	Wrecked -	Coalhugh Point, near Cardiff. Bottom beat out. "By making too bold with the land."	S. G.; L. L.; L. A.
-	-	-	-	-	Damaged -	Southwold Harbour, by getting foul of the pier on entering with a strong tide, which displaced the stern post, and the vessel sunk before she could be run on shore.	Dep.
-	-	-	-	-	Abandoned	At sea. Towed into Holyhead derelict -	S. G.
-	-	-	-	-	Stranded -	Kintra Bay, near Brora, Sutherlandshire, by driving on shore, having put back from stress of weather.	L. L.; S. G.
-	-	-	-	-	Total wreck	Blakeny. Was run on shore to save the lives of the crew, being too leaky to be kept at sea.	C. G.; Dep.
-	-	-	-	-	Stranded -	Off Cardiff. Put back leaky, was surveyed, discharged, and taken into a dry dock for repair.	L. L.; Dep.
1,000	Not	185	-	-	Sunk -	In the West Hoyle, by stress of weather. Crew saved.	L. L.; S. G.; Rec.
500	Yes	500	Yes	-	Stranded -	Keadue, near Rutland, Donegal, by stress of weather, loss of sails, &c.	L. L.; S. G.; C. G.; Dep.
-	-	-	-	-	Leaky -	At sea, by stress of weather. Put into Waterford in distress.	Dep.
-	-	-	-	-	Wrecked -	Llandudno Bay. Drove on shore from her anchors, and went to pieces, having been abandoned.	L. L.; S. G.
-	-	-	-	-	Stranded -	On the Herd Sand. Put back leaky. Had to discharge.	L. L.; S. G.
-	-	-	-	40	Total wreck	On the Stones Rocks, about 7 miles west of Portreath, by stress of weather, at night. Crew and passengers all lost.	L. L.; S. G.
-	-	-	-	-	Leaky -	At sea. Cargo shifted. Put into Ramsgate strained, and had to discharge.	L. L.; S. G.
-	-	-	-	-	Wrecked -	Minquier Rocks, Guernsey. Drove on the rocks by stress of weather. Crew saved by a French vessel.	S. G.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
Nov. - 30	West Chirton - -	Brig -	242	-	London to Shields -	Ballast -	W.N.W.	6	- -
Dec. - 3	Emerald, of Wicklow -	Sloop -	-	-	Wicklow to Liverpool	Oats -	N.W.	7	- -
- 3	Jean, of Sligo - -	Sch. -	72	5	- - - -	Kelp -	W.N.W.	11	Foggy -
- 3	Triton, of Bremen -	Sch. -	-	-	Newcastle to Elsleth	- -	W.N.W.	-	- -
- 4	Sarah, of Dungarvan -	Brig ^{ne}	116	6	- - Waterford to Port Talbot.	Pit wood	West	4	Clear -
- 4	Alvarado - - -	Barque	-	-	Shields to — -	- -	N.W.	7	Fine -
- 4	Rovigno, of Trieste -	Barque	600	17	- - Constantinople to Hull.	Linseed -	W.N.W.	7	Fine -
- 5	Her Majesty - -	- Steam vessel.	-	-	Clyde to Quebec -	- - -	- -	-	- -
- 5	Starlight, of — -	Barque	-	-	- - St. John's, N. B., to Fleetwood.	- -	N.W.	9	- -
- 5	Anna and Margaret, of Whitby.	Sch. -	38	2	Shields to Whitby -	Coals -	West	6	Cloudy -
- 5	Shetland, of Whitby -	Sch. -	65	3	Shields to Whitby -	Coals -	West	6	Cloudy -
- 5	Flora, of Altona - -	Galliot	107	6	Malaga to Glasgow -	Fruit -	W.N.W.	9	- -
- 6	Gratitude, of Glasgow	Sch. -	-	-	Dundalk to Glasgow	Oats -	N.N.W.	8	- -
- 6	London, of London -	Barque	388	36	Shields to Penang -	Coals -	W.N.W.	7	- -

Vessel.		Cargo.		Number	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.	of Lives Lost.			
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Stranded	On the Herd Sand, when in tow, by the tow-rope being let go when on the bar. Was got off damaged, and taken into dock. Crew saved by the life-boat.	S. G.; Dep.
-	-	-	-	-	Leaky	At sea; and damaged by stress of weather. Run into Llandwyn harbour in distress, where she upset and filled.	Dep.
-	600	-	450	-	Stranded	Pollocheeny, Killala Bay. Parted from her chains by stress of weather, at 10 p.m. This vessel was 37 years old. On the 6th January following, she was still stranded, her bottom started, and exposed to N. W. gales and a heavy sea.	Rec.
-	-	-	-	-	Abandoned	In the North Sea. The crew were taken out of her boats by the "Great Northern" (s. s.), and the "Triton" was towed by her into Wisbech, in a sinking state, where she was discharged and repaired.	S. G.
500	No	-	-	-	Stranded	Port Talbot, on north bank, at entrance of, "by the wind failing, and not having a steam tug." A licensed pilot on board.	L. A.
-	-	-	-	-	Leaky	Put into Hull, to discharge and repair, having struck on the bar of the Tyne.	S. G.
-	-	-	-	16	Sunk	Near Hasbro' Sand, on which she struck at 2 a.m.; came off, making a great deal of water; the pumps choked, and the ship began to fill rapidly; the boats, in hoisting out, were stove, and the crew drowned in them, the sea being very heavy; one man only being saved by the smack "Martha."	L. L.; S. G.
-	-	-	-	-	Missing	She sailed from Queenstown August 11th, was seen at sea in tempestuous weather soon after, but has not been heard of since, to this date.	S. G.
-	-	-	-	-	Stranded	At Sunderland Point, River Lune. Drove on shore at night; was got off, taken to Glasson dock, found to be greatly damaged; ordered into graving dock to repair.	L. L.; S. G.
250	Not	24	Not	-	Total wreck	Whitby, by striking the west pier, and driving on the rocks, at 5.30 p.m., when trying to enter the harbour. "Caused by not employing a steam tug."—C. G. Return.	S. G.; L. L.; C. C.
250	Not	36	Not	-	Wrecked	Whitby, by striking the east pier, at 5.45 p.m., and receiving so much damage that she stood off, and sunk in deep water. Crew saved by the life-boat. "Caused by not employing a steam tug."—C. G. Return.	L. L.; S. G.; C. G.
-	-	-	-	-	Stranded	Lough Larne, inside the lighthouse point, at night. Was got off on the 8th, much damaged. Towed to Belfast, for repair.	L. L.; S. G.; Dep.
-	-	-	-	-	Abandoned	Ramsey Bay, I. of Man. Found lying at anchor, dismasted by stress of weather, and abandoned, by the "Princess Alice" (s.), and taken by her into Ramsey. Crew saved by "Prince of Wales."	L. L.; S. G.; Dep.
-	-	-	-	14	Wrecked	On Burnham Flats, at night, in charge of a licensed pilot. "This ship was lost through the inability of the pilot, in mistaking the Hunstanton Light for the Spurn, and the Sunk Light for the New Sand Light."—C. G. Return.	C. G.; L. L.; S. G.; Dep.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854 :									
Dec. 6	Cochituate, of Boston, U. S.	Barque	340	14	Shields to Boston -	- - White lead, &c.	Northerly	10	Cloudy -
- 7	Weir Packet, of Shields	Brig -	212	8	Shields to London -	Coals -	N. by E.	6	- - Thick, hazy.
- 7	Georges, of Bordeaux -	Brig -	-	-	- L'Aiguillon to London.	Beans -	N.N.W.	7	- -
- 7	Margaret Littlejohn, of Dundee.	Brig -	132	7	Seaham to Dundee -	Coals -	N.N.W.	10	- -
- 7	Carmelo, of Trieste -	Polacre brig.	200	9	Hull to Trieste -	Coals -	N.N.W.	7	- - Thick & cloudy.
- 7	Margarets - - -	Sch. -	-	-	- Ardrossan to Liverpool.	- -	W.S.W.	7	- -
- 8	Elizabeth, of Ilfracombe	Smack	-	3	Saundersfoot to —	Stone coal	W.S.W.	7	- - Thick, rainy.
- 8	Loyal Standard, of Newcastle.	Brig -	191	-	London to Newcastle	Ballast -	W.S.W.	6	- -
- 8	Culloden, of St. John's, N. B.	Ship -	1,160	27	- St. John's, N. B., to Liverpool.	- Timber and deals.	W.N.W.	5	- - Dark and foggy.
- 8	Pride of the Sea, of Baltimore.	Ship -	1,660	37	- - New Orleans to Liverpool.	Cotton -	W.N.W.	5	- - Dark and foggy.
- 8	Mathilde, of Douarnes	Brig ^{no}	139	8	Dunkirk to Cardiff -	Ballast -	West	5	Thick -
- 9	Caroline - - -	- -	-	-	London to Genoa -	- -	- -	-	- -
- 9	Duke of York, of Greenock.	Barque	-	14	Greenock to Madras	- -	- -	-	Foggy -
- 10	Prosperous, of Hull -	Sloop -	47	5	- - - -	Ballast -	North	7	Squally -
- 10	Thomas and Betsey, of Sunderland.	Brig -	196	6	London to Sunderland.	Ballast -	North	11	- - Thick, rainy.
- 10	Mary Foulkes, of Greenock.	Sch. -	77	6	- - Glasgow to St. Michael's.	Ballast -	W.N.W.	7	- -
- 11	Bell Bird - - -	Steam-vessel.	-	-	- - Greenock to Melbourne.	- -	- -	-	- -

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Stranded	In north passage to Bressa Sound, Shetland, by stress of weather, and no pilot being able to go out. Much damaged. Was got off on the 8th, and must go into dock to be repaired.	L. A.; L. L.; S. G.
1,400	Yes	-	-	-	Wrecked	Wells, on the East Bar. Ran in, in a sinking state, struck, and sunk. Crew saved by a boat from the shore, and the "Economy" (s.)	C. G.; L. L.; S. G.; Dep.
-	-	-	-	-	Stranded	Off Margate. Was got off, and taken into Margate. Ship and cargo damaged. The cargo to be discharged.	L. L.; S. G.
-	-	-	-	-	Stranded	Hartlepool, by striking on the bar. Came off, leaky, after throwing part of cargo overboard; and, with assistance, got into the harbour, much damaged.	L. L.; S. G.; Dep.
1,500	Yes	150	-	-	Total wreck	On the Holme Sand. "She struck on the sand at 7 p. m., in thick weather."—C. G. Return. Crew saved. A pilot on board, who was not licensed.	L. L.; S. G.; C. G.
-	-	-	-	-	Leaky	At sea. Put into Ardrossan, dismasted, and in distress. Had to discharge, and repair.	L. L.; S. G.
-	-	-	-	3	Lost	Bristol Channel. Some of her materials were washed on shore near Ilfracombe, Dec. 17.	L. L.; S. G.
-	-	-	-	-	Stranded	On Flambro' Rocks, when wearing to avoid collision with another vessel, at 8 p. m. Was got off full of water, Dec. 17, and towed into Bridlington, for repair.	L. L.; S. G.; Dep.
12,000	Yes	-	-	-	Stranded	Sarn Badrig, or St. Patrick's Causeway, Cardigan Bay, at night, having mistook Bardsey Light for the Tuscar. She floated off Dec. 22d, and drove on shore at Harlech. Crew saved in own boats.	L. L.; S. G.; L. A.; Dep.
30,000	Yes	30,000	Yes	-	Fire	Sarn Badrig, or St. Patrick's Causeway, Cardigan Bay, at 9.30 p. m., where she was stranded, and entirely destroyed by fire, the cargo having ignited. Crew saved by Barmouth and Port Madoc life-boats, and the "Victoria" steam-vessel.	L. L.; S. G.; L. A.; Dep.
250	400	-	-	-	Damaged	Off the Isle of Wight, in collision, at 7.30 p. m., with a large ship.	L. A.
-	-	-	-	-	Leaky	Off Dungeness, after collision with a barque. Put into Ramsgate; had to discharge.	L. L.; S. G.
-	-	-	-	6	Wrecked	North and South Rocks, off the County Down, at night, in a fog. The crew took to the boats, one of which was lost, with all in her.	L. L.; S. G.
150	Yes	-	-	-	Stranded	Scarbro', 1 ½ miles south of, at 8 p. m., "by stress of weather, and want of sobriety; she drove from her anchors, the master being drunk."—C. G. Return.	L. L.; S. G.; C. G.
1,000	1,000	-	-	-	Stranded	Reighton Roads, 4 miles south of Filey, by stress of weather. Dismasted and damaged. Crew saved.	L. L.; C. G.
-	-	-	-	-	Stranded	Near Ballywalter, at 8 p. m. Came off, very leaky. Put into Kingstown and Dublin; was surveyed, and ordered to be docked and repaired.	Dep.
-	-	-	-	-	Missing	This vessel sailed in December 1853, and was spoken at sea on the 22d of that month, since which she has not been heard of to this date.	S. G.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
Dec. 12	Unknown - - -	Brig -	-	-	- - - -	- - -	- - -	-	- - -
- 12	Henrietta, of Bremen -	Brig -	-	-	- - Newcastle to Rio Janeiro.	Oats -	W.N.W.	-	Hazy -
- 12	Effort, of Sligo - -	Smack	49	4	Sligo to Glasgow -	Barley -	W.N.W.	10	- Squally, with rain.
- 12	Ranger, of Sandwich -	Brig -	84	5	- - Sandwich to Middlesbro'.	Ballast -	W.S.W.	7	Hazy -
- 12	Recovery, of Stockton -	Brig -	184	7	- - Rochester to Middlesbro'.	Ballast -	W.S.W.	7	Hazy -
- 13	Perseverance, of Goole	Sloop -	59	4	Largo to Portsmouth	Potatoes -	S. W.	9	Squally -
- 13	John Horrocks, of Liverpool.	- -	349	-	Liverpool to Demerara	Lime -	W.N.W.	-	Squally -
- 13	Queen of the Sea, of Port Talbot.	- -	-	-	London to Swansea -	Copper ore	West	7	Rainy -
- 13	Shamrock, of Kinsale -	Hooker	-	-	- - - -	- - -	West	8	- - -
- 13	Favorite, of Kirkwall -	Sch. -	-	-	- - - -	Coals -	West	11	- - -
- 14	Queen of the West, of New York.	Ship -	-	-	- New York to Liverpool.	- General, and 144 passengers.	W.S.W.	8	Rainy -
- 15	John Wesley, of Arundel	Sch. -	166	8	- - Littlehampton to Sunderland.	Ballast -	S.S.E.	9	- - -
- 15	Zenobia, of Berwick -	Brig -	-	-	Honduras to London	Mahogany	N.W.	7	- - Very thick.
- 15	Maria, of Montrose -	- -	-	-	- - Grangemouth to Stettin.	- - -	- - -	-	- - -
- 15	Isis, of Blakeney -	Sch. -	-	-	London to Blakeney	- -	W. by N.	8	Cloudy -
- 15	Jeremiah, of Dundee -	Sloop -	-	-	- - Port Dundas to Newcastle.	Soda -	N.W.	5	Moderate
- 15	Rapido - - -	Brig ^{no}	-	-	Santos to Bremen -	Coffee -	W.N.W.	-	- - -
- 16	Driver, of New York -	Ship -	1,600	-	- - Liverpool to New York.	- General, and passengers.	West	10	- - -
- 16	Concordia, of Inverkeithing.	Sch. -	77	4	- - - Hartlepool to Grangemouth.	Coals -	W.N.W.	4	- - Very hazy.
- 17	Nonpareil, of New York	Ship -	1,431	-	- - Liverpool to Philadelphia.	General -	West	10	- - Thick and dark.

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY.		Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.			REMARKS.		
11.	12.	13.	14.	15.	16.	17.	18.	
£.	£.	£.	£.					
-	-	-	-	-	Sunk	Tees entrance, in 12 fathoms water	-	S. G.
-	-	-	-	-	Total wreck	Kentish Knock Sand, by stranding on it in hazy weather. Crew saved.		L. L.; S. G.
-	-	-	-	-	Wrecked	Sheep Haven, put into with damage; drove on shore, and filled; cargo discharged; vessel nearly a total wreck. "The officer of the Coast Guard reports that he could have saved the vessel had he been allowed."		L. L.; C. G.; S. G.
500	300 or 400	-	-	-	Sunk	Redcar, on the rocks; after anchoring, she parted, drove off, and sunk. "Should have kept more out to sea."—C. G. Return.		L. L.; S. G.; C. G.; Dep.
1,300	1,000	-	-	-	Sunk	Redcar, stranded on the rocks; after which the crew abandoned her, nearly full of water; she drove off, and sunk. "Should have kept more out to sea."—C. G. Return.		L. L.; S. G. C. G.; Dep.
300	-	60	-	-	Sunk	Whitburn Bay, near Sunderland, from springing a leak at night. Crew saved in own boat.		L. A.; L. L.; S. G.; C. G.
-	-	-	-	-	Fire	West Hoyle Bank; stranded (when in charge of a pilot), and broke her back; took fire, from the cargo igniting, and was burnt to the water's edge. Crew saved by the Hoylake life-boat.		L. L.; S. G.; L. A.; Dep.
-	-	-	-	-	Stranded	Swansea; when trying to enter the port at night, drove behind the eastern pier, and became much damaged. Cargo may be saved.		L. L.; S. G.
-	-	-	-	-	Lost	Off Queenstown, in an endeavour to get alongside the ship "Sir Allan M'Nab." Crew saved by the ship.		L. L.; S. G.
-	-	-	-	-	Stranded	Kirkwall Bay, Orkney; drove on shore by stress of weather; had to discharge.		L. L.; S. G.
-	-	-	-	-	Wrecked	Laugharne Sands, west side of Caermarthen Bay, at night. Crew and passengers saved by life-boat.		L. L.; S. G.
-	-	-	-	-	Stranded	Near Roker, Sunderland, by stress of weather; was floated off, and towed to Sunderland to repair, Dec. 21st.		L. L.; S. G.; Dep.
-	-	-	-	-	Stranded	On the Grand Grune Rock, Jersey; she came off damaged and waterlogged, and with assistance got into St. Helier to discharge.		S. G.
-	-	-	-	-	Missing	She sailed on Sept. 29th, and has not been heard of since.		S. G.
-	-	-	-	-	Total wreck	Newcombe Sand, by missing stays at 11 a.m., when she filled, fell over, and sunk. Crew saved by a Pakefield yawl.		L. L.; S. G.
-	-	-	-	-	Abandoned	At sea. Boarded by the "Susannah," 15 miles off Hartlepool, and taken into that port derelict. Crew saved.		L. L.; S. G.; Dep.
-	-	-	-	-	Stranded	On the Manacles, at night; put into Falmouth, with 10 feet water in her hold; was run on the ground. Had to discharge.		L. L.; S. G.
-	-	-	-	-	Leaky	At sea. Put back to Liverpool, from stress of weather. Had to discharge and repair in the graving dock.		L. L.; Dep.
550	Yes	-	-	-	Total wreck	Whitburgh Point, 4 miles west of Dunbar, at night, in very thick weather; no land or lights had been seen. Crew saved.		L. L.; C. G.; S. G.
-	-	-	-	-	Leaky	At sea, from stress of weather, and striking on the New Bank. Put back to Liverpool to be docked.		Dep.

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854:									
Dec. - 17	Agno, of Hartlepool -	Brigt ^{no}	139	6	- - Hartlepool to Rochester.	Coals -	N.W.	4	Clear -
- 17	Aletta Charlotta, of Hogesand.	Sch. -	87	5	- - Requiada to Liverpool.	Wheat -	W. S. W.	9	-- Thick, rainy.
- 18	Devonia, of Shields -	Barque	-	17	Shields to Aquilas -	Coke -	N. E.	7	Squally -
- 18	Shepherd, of Llanelly	Sch. -	64	5	Ballina to Liverpool	Oats -	N. W.	11	Clear -
- 18	Melita - - -	Cutter	-	-	— to Exeter -	Bricks -	N. N. W.	10	- -
- 18	Rose, of Dundee -	Sch. -	-	4	— to London -	Potatoes -	N. N. W.	10	- -
- 18	Brothers, of Arbroath -	Sch. -	-	-	Arbroath to London	Oats -	N. N. E.	10	- -
- 19	Aurora, of Aberdeen -	- -	-	-	Quebec - - -	-	N. N. W.	10	- -
- 19	Marie Rose - -	Chasse Marée.	62	6	L'Orient to London	Pork -	N. N. W.	10	- - Dark, squally.
- 19	Swift, of Exeter - -	Sch. -	130	6	Newport to Sheerness	Iron -	North	11	Cloudy -
- 19	Concord, of Looe -	Sch. -	88	5	- - Neath to Southampton.	Coals -	North	11	Cloudy -
- 19	Maringale - - -	- -	-	-	London - - -	Ballast -	N. N. E.	8	- -
- 20	Adelaide Victoria -	Sch. -	67	-	Ayr to Runcorn -	Iron -	N. W.	10	- -
- 20	Bride of Abydos, of Hartlepool.	Brig -	250	9	Limerick to London	Oats -	N. by E.	8	- - Thick and foggy.
- 20	Regina, of Plymouth -	Sch. -	90	6	Neath to Plymouth -	Coals -	N. W.	11	Stormy -
- 20	New Jane, of Exeter -	Sch. -	110	5	Newport to Plymouth	Coals -	N. W.	10	- -
- 20	Sister Ann, of Ayr -	Brig -	133	7	Ayr to Belfast -	Coals -	North	9	- Cloudy, with rain.
- 20	Visitor, of Dartmouth -	Brigt ^{no}	86	6	- - Swansea to Teignmouth.	Coals -	N. by E.	11	Dark and heavy.

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY.		Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.			REMARKS.		
11.	12.	13.	14.	15.	16.	17.	18.	
£.	£.	£.	£.					
850	700	200	-	-	Total wreck	Whitby Rock; half a mile inside the Rock Buoy, at 5 a. m.; crew saved by life-boat. The C. G. Return attributes this loss to "negligence; the vessel was running with a fair wind, and in clear weather."	L. L.; C. G.; S. G.	
1,100	Yes	1,800	Yes	5	Total wreck	Near Aberfraw, Caernarvon Bay; by stress of weather, at 8.15 p. m.	L. L.; L. A.; Dep.	
-	-	-	-	5	Total wreck	Goodwin Sands. Stranded at 9 p. m., and soon parted asunder, when five of the crew perished; the rest were taken off a part of the wreck by the steam-packets "Lord Warden" and "Princess Helena;" the wreck drove on shore near Boulogne Dec. 21st.	L. L.; S. G.	
-	-	900	-	5	Total wreck	Killala Bay; drove on shore by stress of weather; all lost.	L. L.; S. G.; Rec.	
-	-	-	-	-	Sunk	Castle Cornet Rocks, Guernsey; parted from her anchors, drove on shore, sank, was raised, but filled, and sank again. Crew saved.	L. L.; S. G.	
-	-	-	-	3	Upset	Near the Middle Light-ship, Thames entrance; this vessel was towed into Harwich, dismasted, having been raised January 7th.	L. L.; S. G.	
-	-	-	-	-	Abandoned	Yarmouth Roads; in collision, at night, with the "Liberty and Property," on board which the crew were saved.	L. L.; S. G.	
-	-	-	-	-	Stranded	On the Brake Shoal, in a gale of wind; was got off waterlogged and damaged; towed to Ramsgate, and thence to Rotherhithe, and laid on the mud.	L. L.; S. G.	
250	Not	300	Yes	-	Total wreck	Off St. Nicholas Coast Guard Station, near Birchington; drove by stress of weather from Margate Roads, with three anchors down; crew saved.	L. L.; S. G.; C. G.	
700	Yes	-	-	-	Wrecked	St. Ives; on the beach, at 8 a. m. Drove on shore disabled by stress of weather; "crew saved by boatmen in their own boat; they refused to go out in the life-boat."	L. L.; L. A.; C. G.; Dep.	
700	-	120	-	1	Wrecked	St. Ives; on the beach, at 9 a. m. Drove on shore in a sinking state, by stress of weather; crew, except the master, saved.	L. L.; L. A.; C. G.; Dep.	
-	-	-	-	-	Stranded	At Cromer, after losing both anchors, and very leaky, at night; crew saved.	S. G.	
-	-	-	-	-	Total wreck	Wallasey Hole, Liverpool; was run on shore in a sinking state by stress of weather; the gale continuing, became a complete wreck.	S. G.; Dep.	
-	1,800	-	Yes	-	Total wreck	Smerwick Harbour; by parting from her anchor at 5.30 a. m.; crew saved by the coast guard; caused by stress of weather.	L. L.; S. G.; C. G.; Dep.	
-	-	-	-	-	Total wreck	Near Trevoise Head; drove on shore from her anchors, by stress of weather; crew saved.	L. L.; S. G.; C. G.; Dep.	
500	500	65	65	1	Total wreck	New Quay; at the back of the Pier Head; "by stress of weather, and not knowing the coast well."	L. L.; C. G.; Dep.	
800	-	-	-	5	Total wreck	Near Luke's Point, on the rocks on the east side of Bangor; "caused by stress of weather, and by anchoring in an unsafe place."—C. G. Return.	L. L.; C. G.; S. G.	
-	Yes	-	-	-	Stranded	Dunbar Bank, Padstow; in a gale of wind, in running into the harbour at 10 p. m.; was got off Dec. 26, and taken to the quay "a complete wreck." Crew saved.	L. L.; S. G.; C. G.	

(continued)

Date.	NAME OF VESSEL. — Where Belonging.	Rig.	Tons.	Men.	From. — Bound to.	Cargo.	Wind.		Weather.
							Direction.	Force.	
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
1854 :									
Dec. - 20	St. George, of ——— -	- - -	-	-	- - Ramsay to Camp- beltown.	Barley -	- - -	-	- - -
- 21	Vesper - - - -	- - -	-	-	Lisbon to Glasgow -	Oranges	N.W.	9	- - -
- 21	Edgecumbe - - -	Brig -	108	7	- - St. John's, N. B., to Limerick.	Deals, &c.	N.N.W.	11	Hail -
- 21	Adolf van Nassau -	- - -	-	-	- - London to Port Adelaide.	- - -	- - -	-	- - -
- 21	Sarah Louisa, of Hayle	Barque	-	-	Quebec to Hayle -	Timber -	N.W.	10	- - -
- 21	Louisa - - - -	Sch. -	77	10	Benin to Liverpool -	Palm oil	Westw.	6	Cloudy -
- 21	Dolphin - - - -	- - -	-	-	Cardiff to Penarth -	Coals -	Northerly	10	- - -
- 21	Marchioness of Clydes- dale, of Glasgow.	Barque	565	18	Quebec to Glasgow -	Timber -	West	9	Thick -
- 22	Coin - - - -	Sch. -	62	3	Seaham to London -	Bottles -	West	6	- - -
- 22	Aid - - - -	Pilot ves- sel.	-	-	- - - - -	- - -	Northerly	10	- - -
- 22	Kate, of Liverpool -	- - -	-	-	Quebec to Glasgow -	Timber -	W.N.W.	9	- - -
- 22	London and Scarbro' -	- - -	86	6	Hartlepool to Boston	Coals -	W.N.W.	9	Fair -
- 22	Gesina, of Blankenese	Galliot	-	4	- - - - -	- - -	- - -	-	- - -
- 23	Mary Ann Henderson, of Peterhead.	Brig -	-	-	Konigsberg to London	Wheat -	- - -	-	- - -
- 23	Ann and Eliza, of Bel- fast.	Sloop -	-	-	Larne to Strangford	Lime -	- - -	-	- - -
- 23	Novar, of Inverness -	Sch. -	86	6	Dundee to London -	Potatoes	North	7	Showery
- 24	Thetis, of Shields -	Brig -	184	9	Shields to London -	- - -	West	4	- Moderate and clear.
- 25	Bolivar - - - -	Barque	-	-	- - - - -	Timber -	- - -	10	- - -
- 25	Eleanor, of Whitstable	Brig -	-	-	- Sunderland to Whit- stable.	Coals -	N.N.W.	10	- - -
- 25	Triton - - - -	- - -	-	-	Dalhousie to Greenock	- - -	- - -	-	- - -
- 25	Malta, of London -	Brig -	210	8	Shields to London -	Coals -	S.W. by W.	7	- - Hazy, and rainy.

Vessel.		Cargo.		Number of Lives Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Leaky	At sea; put back to Ramsay; had to discharge.	L. L.; S. G.
-	-	-	-	-	Wrecked	Toward Point, Firth of Clyde, by stress of weather.	L. L.; S. G.
1,000	500	-	-	-	Wrecked	Beal Bay, River Shannon, at 8 a.m., by stress of weather. Crew saved by the Coast Guard.	L. L.; S. G.; C. G.
-	-	-	-	-	Leaky	At sea; put into Fowey, with damage, from stress of weather; had to discharge.	L. L.; S. G.
-	-	-	-	-	Stranded	Hayle, when entering the harbour at night; after discharging nearly all the cargo, and cutting away several feet deep of sand, she was hove off, 3d January.	L. L.; S. G.
-	-	-	-	-	Total wreck	Hooper Sands, near Pembrey, "by mistaking the lights."—C. G. Return.	L. L.; C. G.; S. G.
-	-	-	-	-	Foundered	Pill, entrance of the Avon, at night, by stress of weather. Crew saved by a yawl.	L. L.; S. G.
5,000	-	1,500	-	-	Total wreck	Arranmore Island, Donegal. Stranded at 8 p.m., the weather having been thick for several days. Crew saved; the vessel broke up. "A light much wanted on Arranmore."—C. G. Return.	L. L.; S. G.; C. G.; Dep.
-	-	-	-	-	Sunk	At sea, off Flambro' Head, after collision with the "Henry Bennes." Crew saved in own boat.	L. L.; S. G.; L. A.; Dep.
-	-	-	-	-	Wrecked	At Pill, entrance of the Avon, by stress of weather.	S. G.
-	-	-	-	5	Stranded	Near Troon, in the East Bay, by stress of weather, and much injured. On leaving the vessel five men were lost by the boat swamping.	L. L.; S. G.
-	-	-	-	-	Wrecked	Off Wainfleet, by stress of weather. Crew saved.	L. L.; L. A.
-	-	-	-	-	Sunk	Off Lowestoft after being in contact with a laden brig. Crew saved by the "Tidy."	L. L.; S. G.
-	-	-	-	-	Abandoned	At sea, lat. 56.10 N., long. 5 E., in a sinking state. Crew saved by the "Jane."	S. G.
-	-	-	-	-	Fire	Donaghadee Harbour; destroyed by it	L. L.; S. G.
100	300	-	-	-	Abandoned	In Filey Bay, at anchor, being leaky; was taken into Filey Harbour by fishermen, who found only 18 inches of water in her when they boarded her." They obtained 200 <i>l.</i> as salvage.	S. G.; C. G.; Dep.
-	-	-	-	-	Sunk	In Sea Reach, River Thames, in collision with the steam ship "Pioneer," when at anchor, at about 7 p.m. Crew saved.	L. L.; S. G.; Dep.
-	-	-	-	-	Stranded	Near Broughty Ferry, by stress of weather	L. L.; S. G.
-	-	-	-	-	Leaky	At sea, from stress of weather; was run on the Gunfleet to prevent her sinking; but getting assistance she was floated off, taken into Harwich, and run on the mud.	Dep.
-	-	-	-	-	Abandoned	At sea; leaky and damaged. Crew saved by the "Wallace."	L. L.; S. G.
-	-	-	-	-	Abandoned	Off Cromer, in contact with the "Dorothy;" was boarded afterwards by the "Ivanhoe," and taken into Lowestoft leaky, damaged, and derelict. Crew saved by the "Dorothy's" boat.	L. L.; Dep.

(continued)

Date.	NAME OF VESSEL.		Rig.	Tons.	Men.	From.		Cargo.	Wind.		Weather.
	Where Belonging.					Bound to.			Direction.	Force.	
1.	2.		3.	4.	5.	6.		7.	8.	9.	10.
1854:											
Dec. 25	Dorothy, of Shields	- Brig	-	-	-	-	-	-	-	-	-
- 25	Hannah	- - - Sch.	-	-	-	-	-	Coals	-	-	-
- 25	William Bowers	- - -	-	-	-	-	-	Ballast	S. W.	11	-
- 25	Francis, of Kirkwall	- Sloop	-	-	-	-	-	-	S. W.	11	-
- 25	Scotia, of Banff	- Sch.	-	-	-	-	-	Potatoes	S. W.	11	-
- 25	Ann, of Sunderland	- Sloop	-	-	-	Bridlington	-	-	Westerly	9	-
- 25	James Clark, of Belfast	Sch.	-	90	5	Wick to —	-	Herrings	W. S. W.	10	- - Thick, with rain and snow.
- 26	Effort, of Wivenhoe	- Brig	-	-	-	- Middlesbro' to London.	-	- - Patent fuel.	West	7	-
- 26	Benevolence, of Wivenhoe.	Smack	-	-	-	Harwich to Scotland	-	-	West	7	-
- 26	Forester, of Montrose	- Sch.	-	54	4	Montrose to Orkney	-	Ballast	West	11	-
- 26	Marshall, of Spey	- Sch.	-	-	-	-	-	Ballast	West	11	-
- 26	Francis, of Cardigan	- Sloop	-	22	-	- - Newport (Pem.), to Bristol.	-	Oats	N. N. W.	10	-
- 26	Florida, of Liverpool	- Barque	-	-	-	Callao to Cromarty	-	Guano	N. W.	5	-
- 27	Margaret Malcolm	- - -	-	-	-	Peterhead to London	-	- Potatoes and coals.	West	4	-
- 27	United Kingdom, of Sunderland.	- - -	-	240	-	-	-	Timber	-	-	-
- 29	Hugh Hawthorn, of Wigtown.	Smack	-	-	-	Liverpool to Newry	-	- - Indian corn.	-	-	-
- 29	Eliza and Jean, of Dro-more.	Sch.	-	-	4	Liverpool to Newry	-	- - Indian corn.	-	-	-
- 30	Unknown	- - - Sloop	-	-	-	-	-	-	S. W.	9	-
- 30	Hero, of Arbroath	- Sch.	-	-	-	-	-	Coals	W. N. W.	9	-
- 31	Ariel, of Limerick	- Sch.	-	-	-	Greenock	-	-	N. W.	10	Squally
- 31	Florence	- - -	-	-	-	Shields to Montreal	-	-	-	-	-

Vessel.		Cargo.		Number of Lives. Lost.	Nature of Casualty.	SITE AND CAUSE OF WRECK OR CASUALTY. REMARKS.	Authority.
Estimated Loss on.	Insured for, and Where.	Estimated Loss on.	Insured for, and Where.				
11.	12.	13.	14.	15.	16.	17.	18.
£.	£.	£.	£.				
-	-	-	-	-	Foundered	Off Cromer, at 3 a.m., in contact with the "Malta." Crew saved by the "Planet."	L. L. ; S. G.
-	-	-	-	-	Stranded	Near Broughty Ferry, by missing stays. Got off, and had to discharge.	S. G. ; L. L.
-	-	-	-	-	Stranded	St. Margaret's Hope, Orkney, by stress of weather. Much damaged.	S. G. ; L. L.
-	-	-	-	-	Stranded	Kirkwall Bay, Orkney, on the east side of, by stress of weather.	L. L. ; S. G.
-	-	-	-	-	Stranded	Deer Sound, Orkney, by stress of weather. Severely damaged. Cargo sold on the beach.	L. L. ; S. G.
-	-	-	-	-	Foundered	North Sea, in a gale of wind. Crew saved	L. L. ; S. G.
-	-	-	-	-	Stranded	River Spey, at the mouth of, by stress of weather. Considerably damaged. Had to discharge.	L. L. ; C. G. ; S. G.
-	-	-	-	-	Missing	Not heard of at this date, after sailing from Middlesbro' November 27.	S. G.
-	-	-	-	-	Missing	Not heard of at this date, having sailed for Scotland above a month ago.	S. G.
-	-	-	-	-	Wrecked	Isle Switha, Orkney, on the west side of, by stress of weather. Drove from her anchors in Longhope. Crew saved by fishermen.	L. L. ; S. G. ; L. A.
-	-	-	-	-	Wrecked	Isle Flotta (Orkney), by stress of weather. Crew saved.	L. L. ; S. G.
-	-	-	-	-	Stranded	Newport River, Pembrokeshire, on a sand-bank. Fell over, strained, became leaky, and had to discharge. The greater part of cargo damaged.	L. L. ; S. G. ; Dep.
-	-	-	-	-	Stranded	Peterhead, four miles north of, at 6 a.m. Was got off damaged in her bottom, and taken into the North Harbour, Peterhead.	S. G.
-	-	-	-	-	Sunk	Off Woolwich, in collision with the "Mariner." Was raised in January. Crew saved.	L. L. ; S. G.
-	-	-	-	2	Abandoned	At sea, lat. 48.40, lon. 39.40 W. Was seen October 15th by the "David Grant," and again on this day off Guernsey, the pilots from which boarded, and ran her on shore in Banque de Mouton Bay derelict; two of whom were upset in a boat and drowned. The ship broke up.	S. G. ; L. L.
-	-	-	-	-	Missing	Had not been heard of at this date, after sailing in October.	L. A.
-	-	-	-	-	Missing	Had not been heard of at this date, after sailing in October.	L. A.
-	-	-	-	-	Sunk	Off Bridgwater	L. L. ; S. G.
-	-	-	-	-	Abandoned	Near Berwick, in collision with the "Ann." Was boarded by pilots and taken into North Sunderland derelict, leaky, and damaged.	L. L. ; S. G.
-	-	-	-	-	Sunk	Greenock. Dismasted in collision with the ship "Greenock," which drove foul of her at anchor, and she sunk before assistance could be rendered her.	S. G.
-	-	-	-	-	Missing	She sailed from the Tyne August 3d, and has not been heard of since.	S. G.

W R E C K S.

COPY of the ADMIRALTY REGISTER of WRECKS
and other Casualties to VESSELS which occurred
in the Seas and on the Shores of the UNITED
KINGDOM during the Year 1854 (in continuation
of Parliamentary Paper, No. 337, of Session
1854).

(*Mr. Cowper.*)

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